The Hong Kong Daily Press.

No. 5968. 第五千九百六十八號 光緒丙子年十一月念七日 HONGKONG, THURSDAY, JANUARY 11TH, 1877. 禮拜四 英正月十一號 香港 [PRICE $2¼ PER MONTH.

Arrivals.

January 10, HUMBOLDT, German bark, 390, A. F. Stoll, Laguimanoc 3rd January, Timber.—ED. SCHELLHASS & Co.
January 10, CHING-TSING, Chinese gunboat, Captain Bessard, from Canton.
January 10, HAILOONG, British str., 277, J. C. Abbott, Foochow 7th January, Amoy 8th, and Swatow 9th, General.—D. LAPRAIK & Co.
January 10, SPIRIT OF THE AGE, Brit. bark, 347, R. Johnson, Yokohama 23rd Dec., Ballast.—MASTER.
January 10, CHRISTIAN, German 3-m. sch, 280, D. Stehr, Keelung 7th Jan., Coals.—ED. SCHELLHASS & Co.
January 10, DANUBE, British str., 561, A. Clanchy, Bangkok 27th Dec., General.—YUEN FAT HONG.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JANUARY 10TH.
Goliah, Siamese bark, for Bangkok.
Totakea, British bark, for San Francisco.
San Francisco, German sch, for Singapore.
Fontenaye, British ship, for Iloilo.

Departures.

January 10, OCEAN, Brit. str., for Saigon.
January 10, UZZIAH, British schooner, for Haiphong.

Passengers.

ARRIVED.
Per *Hailoong*, str., from East Coast:—3 Europeans and 112 Chinese.
Per *Danube*, str., from Bangkok:—52 Chinese.

TO DEPART.
Per *Goliah*, for Bangkok:—20 Chinese.

Reports.

The German bark *Humboldt* reports left Laguimanoc on 3rd January, and had fine weather throughout.

The German 3-m. schooner *Christian* reports left Keelung on 7th January, and had fine weather throughout.

The British bark *Spirit of the Age* reports left Yokohama on 23rd December, and had strong adverse current and was unable to get through Van Dieman's Straits. Passed Loochoo on the 6th; since then fresh monsoon and fine weather to port.

The British steamship *Danube* reports left Bangkok on 27th December. In the Gulf of Siam moderate breeze and fair weather. From Pulo Obi strong monsoon and high sea. Anchored for 20 hours during the passage.

The British steamship *Hailoong* reports left Foochow on 7th January, Amoy on the 8th, and Swatow on the 9th. From Foochow to Amoy had strong N.E. monsoon and clear weather. From Amoy to Swatow fresh monsoon and clear weather. From Swatow to port moderate N.E. winds and fine weather. In Amoy, H.M.S. *Growler* and British steamer *Cheang Hock Kian*. In Swatow, the strs. *Atalanta*, *Tientsin*, and Chinese gunboat *Chen-to*. On the 9th instant off Breaker Point, passed the steamship *Douglas*.

NINGPO SHIPPING.

December— ARRIVALS.
13, Oscar Vidal, British bark, from Shanghai.
17, China, German steamer, from Hongkong.
22, O. Tong Ho, Brit. lorcha, from Hankow.
27, Yangtsze, British str., from Hongkong.

December— DEPARTURES.
1, Dong-an, German lorcha, for Shanghai.
14, Chang-an, German lorcha, for Hankow.
17, China, German steamer, for Shanghai.
24, Oscar Vidal, British bark, for Bangkok.
28, Yangtsze, British steamer, for Shanghai.

SINGAPORE SHIPPING.

December— ARRIVALS.
22, China, German schooner, from Bangkok.
22, Niger, British steamer, from Hongkong.
22, Ophir, Dutch steamer, from Deli.
22, Patoeah, Dutch steamer, from Deli.
23, Muda, British steamer, from Hongkong.
23, Hieutha, Dutch schooner, from Bangkok.
23, Yang Woo, Chinese scr., from Penang.
23, Edinburgh, British str., from Malacca.
23, Sophie, German bark, from Amoy.
24, Hermann, German bark, from Bangkok.
24, A. Apcar, British steamer, from Swatow.
25, Japan, British steamer, from Malacca.
25, Khiva, British steamer, from Bombay.
25, Paknam, British steamer, from Saigon.
25, Hap Guan, Dutch bark, from Bangkok.
25, Androklos, German bark, from Swatow.
25, Ruby, British steamer, from Palembang.
25, Sindora, Dutch steamer, from Batavia.
25, Glenfalloch, British steamer, from Amoy.
25, Bromo, Dutch steamer, from Acheen.
25, Eastern Isle, British str., from Bangkok.
26, Baron Mackay, Dutch str., from Batavia.
26, R. Brooke, Sarawak str., from Bangkok.
26, V. A. Fabius, Dutch str., from Acheen.
26, Singapore, British str., from Australia.
26, General Pel, Dutch str., from Batavia.
26, Pasay, Spanish steamer, from Manila.
26, Malwa, British steamer, from Hongkong.
27, Hindostan, British str., from Hongkong.
27, Galatea, German steamer, from Foochow.
27, Marie Helene, Ger. bark, from Hongkong.
27, Ringdove, British gunboat, from H'kong.

December— DEPARTURES.
23, Chow Phya, British str., for Bangkok.
23, Gordon Castle, Brit. str., for Hongkong.
23, Busheer, British steamer, for Calcutta.
23, Kolga, German bark, for Bangkok.
23, Melpomene, German ship, for Rangoon.
23, Nola, British bark, for Liverpool.
23, Koningin Sophia, Dutch bk., for Batavia.
25, Khiva, British steamer, for Hongkong.
26, Arratoon Apcar, Brit. str., for Bangkok.
26, Glenfalloch, British str., for New York.
26, Pasay, Spanish steamer, for Manila.
26, Patoeah, Dutch steamer, for Deli.
26, Amboina, Dutch steamer, for Batavia.
26, Bromo, Dutch steamer, for Batavia.
27, Malwa, British steamer, for Bombay.
27, R. Brook, Sarawak steamer, for Sarawak.
27, Fookien, British steamer, for Penang.
27, Evelina, German bark, for Bassein.
27, Paknam, British bark, for Saigon.
27, Rhode, British bark, for Bangkok.
27, Yvonne et Maria, French bark, for Akyab.
27, General Pel, Dutch steamer, for Acheen.

Vessels Expected at Hongkong.
(*Corrected to Date.*)

Vessel's Name.	From.	Date.
McNear	Cardiff	Sept. 8
Tyburnia	London	Sept. 14
Sarah Nicholson	London	Sept. 16
Western Bell	Cardiff	Sept. 16
Palestine	London	Sept. 17
A. T. Stalknecht	Cardiff	Sept. 18
Belle of Oregon	Cardiff	Oct. 3
Glamorganshire (s.)	London	Oct. 8
Sir Harry Parkes	London	Oct. 14
Iris	Hamburg	Oct. 24
Caura (s.)	Hamburg	
Flying Scud	Antwerp	Oct. 27
Lima	London	Nov. 12
Rurik	Cardiff	Nov. 13
Egeria (s.)	London	Nov. 14
Hydra	Cardiff	Nov. 16
Benarty (s.)	Glasgow	Nov. 16
Menelaus (s.)	Liverpool	Nov. 16
Cassandra (s.)	Hamburg	Nov. 17
America	Cardiff	Nov. 21
Braemar Castle (s.)	London	Nov. 28

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon,
Sundry Goods.

Notices of Firms.

NOTICE.
I HAVE THIS DAY Established myself at this Port, under my own Name, as GENERAL COMMISSION AGENT.
C. KEES.
1m 74 Canton, 9th January, 1877.

NOTICE.
THE BUSINESS of the Undersigned will henceforth be carried on under the Name or Style of H. KLÆR & Co.
H. KLÆR.
1m 8 Hongkong, 1st January, 1877.

NOTICE.
MR. LUDWIG SIEGMUND LUTKENS is Authorized to SIGN our FIRM per procuration.
WM. PUSTAU & Co.
1m 7 Hongkong, 1st January, 1877.

NOTICE.
THE PARTNERSHIP hitherto existing between the Undersigned under the Name of MESTERN and HULSE has This Day been DISSOLVED by lapse of time, and the Signature of the Firm will henceforth be used for the Liquidation only.
C. J. MESTERN.
W. HULSE.
3m 13 Canton, 31st December, 1876.

NOTICE.
MR. H. C. ERDMANN has been admitted a PARTNER in our FIRM, and Mr. ALFRED HERTZ has been Authorized to SIGN for us by procuration.
CARLOWITZ & Co.
1m 9 Hongkong, 1st January, 1877.

NOTICE.
MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of failing health, and his INTEREST and RESPONSIBILITY CEASED on the 31st December last.
Mr. NICOLAUS AUGUST SIEBS has been Authorized to SIGN for us by procuration.
We have This Day RE-OPENED a Branch of our Firm at Canton.
SIEMSSEN & Co.
3m 12 Hongkong, 1st January, 1877.

NOTICE.
THE INTEREST and RESPONSIBILITY in our FIRM of the late Mr. J. C. KRUSE CEASED with his death at Yokohama on the 27th of August last, and the BUSINESS will be carried on as heretofore, and under the same Style and Firm by our Mr. H. KUHLMANN.
Mr. RICHARD SCHONBERGER has been Authorized to SIGN the FIRM.
KRUSE & Co.
1m 10 Hongkong, 1st January, 1877.

NOTICE.
THE INTEREST and RESPONSIBILITY of VISCOUNT DO CERCAL in our Firm CEASED from the 1st April, 1876.
A. A. DE MELLO & Co.
1m 56 Macao, 1st January, 1877.

NOTICE.
THE INTEREST and RESPONSIBILITY of Mr. JOHN T. A. ALEXANDER, in our Firm, CEASED on 31st ultimo.
JOHNSTON & Co.
3m 15 Amoy, 1st January, 1877.

NOTICE.
THE INTEREST and RESPONSIBILITY of Mr. CHARLES BEWICK QUELCH in our Firm CEASED on the 30th September, 1876.
The BUSINESS will be continued under the Style of CAMPBELL & Co.
QUELCH & CAMPBELL.
1m 14 Swatow, 1st January, 1877.

NOTICE.
I HAVE Re-established myself as a GENERAL MERCHANT and COMMISSION AGENT, and have taken over the Business of Messrs. EBELL & Co. at this Port, and the combined Establishments will be carried on under the Firm and Style of MILISCH & Co.
C. MILISCH.
2m 49 Macao, 1st January, 1877.

NOTICE.
THE BUSINESS hitherto carried on at this Port, under the Style or Firm of WILSON, CORNABE & Co., will, from and after this date, be Conducted under the Name of CORNABE & Co.
The Individual PARTNERS therein being WILLIAM ALEXANDER CORNABE and ANDREW MILLAR ECKFORD.
CORNABE & Co.
14d 16 Chefoo, 1st January, 1877.

NOTICE.
WE have This Day Transferred our COMMISSION and AGENCY BUSINESS in MACAO to M. C. MILISCH, who henceforth will continue the same together with his own BUSINESS under the Firm and Style of MILISCH & Co.
All Outstanding Accounts of our Firm will be settled by Messrs. MILISCH & Co.
EBELL & Co.
2m 11 Macao, 1st January, 1877.

NOTICE.
I HAVE THIS DAY Established myself at THIS PORT as MERCHANT and COMMISSION AGENT.
J. ALEXANDER.
3m 41 Amoy, 1st January, 1877.

NOTICE.
MR. WM. C. HOWLAND is authorized to SIGN our FIRM'S NAME per procuration.
WILLIAMS & Co.
6m 1933 Swatow, December 1st, 1876.

NOTICE.
THE PARTNERSHIP hitherto existing between the Undersigned, under the Firm of G. RAYNAL & Co. at this port, has THIS DAY been DISSOLVED by mutual consent.
GUSTAV RAYNAL.
CARL MILISCH.
3m 34 Macao, 1st January, 1877.

NOTICE.
THE INTEREST and RESPONSIBILITY of the late Mr. ALFRED HUTCHISON in our Firm CEASED on the 26th February, 1876.
DEACON & Co.
1m 18 Canton, 1st January, 1877.

NOTICE.
MR. WILHELM CARL ENGELBRECHT VON PUSTAU, JUN., is authorized to SIGN our FIRM.
WM. PUSTAU & Co.
38d 2042 Hongkong, 23rd December, 1876.

NOTICE.
WE have Established a BRANCH of our HOUSE at 27, SZECHUEN ROAD, Shanghai.
W. HEWETT & Co.,
Merchants and Commission Agents, LONDON.

NOTICE.
WE have authorized Mr. H. J. SUCH to SIGN our Firm by Procuration.
W. HEWETT & Co.
tf 17 Shanghai, 24th November, 1876.

THE GREAT NORTHERN TELEGRAPH COMPANY.
HAVING returned to Hongkong, I have taken over the Management of the above Company's Station from this Date.
A. SUENSON, Agent.
14d 24 Hongkong, 1st January, 1877.

NOTICE.
MR. HENRY COHEN has this Day joined me in BUSINESS.
CHAS. C. COHEN.
1m 6 Hongkong, 1st January, 1877.

VICTORIA DISPENSARY.
ON and after the 16th November, 1876, and until further notice, the Business of the above-named Dispensary will be carried on by the Undersigned.
WM. CRUICKSHANK, Manager.
tf 1867 Hongkong, 21st November, 1876.

G. O. ROGERS, DENTAL SURGEON, No. 7, ARBUTHNOT ROAD, HONGKONG.
227 Hongkong, 16th November, 1876.

To be Let.

TO LET.
HOUSES in SEYMOUR TERRACE and PEDDAR'S HILL.
No. 7, CAINE ROAD, lately occupied by Mr. PARKER.
No. 10, ALBANY ROAD, at present occupied by the Rev. R. H. KIDD.
Apply to DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 11th January, 1877.

TO LET.
THE DWELLING HOUSE, No. 4, Alexandra Terrace.
The BUNGALOWS, Nos. 1 and 3, OLD BAILEY STREET.
The UPPER PORTION of Nos. 42 and 44, QUEEN'S ROAD.
Apply to DOUGLAS LAPRAIK & Co.
tf 1864 Hongkong, 11th January, 1877.

TO BE LET.
TWO Commodious HOUSES, in QUEEN'S ROAD EAST.
Rent, $25 per month.
Apply to PURDON & Co., No. 2, Queen's Road.
1923 Hongkong, 1st December, 1876.

TO LET.
THE HOUSE No. 3, HOLLYWOOD ROAD. Possession from 1st January, 1877.
Apply to E. R. BELILIOS.
tf 2059 Hongkong, 29th December, 1876.

TO BE LET, (With Immediate Possession),
THE PREMISES, No. 8, PRAYA, lately in the occupation of Messrs. GILMAN & Co. Gas and Water laid on.
Apply to GIBB, LIVINGSTON & Co.
tf 704 Hongkong, 16th May, 1876.

TO LET.
A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

TO LET, *With Immediate Possession,*
HOUSES on Upper Mosque Terrace. All with Gas and Water laid on.
Also,
A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to T. G. LINSTEAD.
1464 Hongkong, 27th September, 1876.

TO LET.
THE THREE HOUSES known as FLETCHER'S BUILDINGS, adjoining the Premises of the Control Department. Each may be occupied as entire Dwellings or in Floors.
Also,
TEN SPACIOUS GODOWNS, connected with the above, fronting the Harbour and Queen's Road.
Apply to SHARP, TOLLER, AND JOHNSON.
13 Hongkong, 2nd January, 1877.

TO BE LET.
THE PREMISES at present occupied by the INTERNATIONAL ICE MANUFACTURING COMPANY, Limited.
For Particulars, apply to MEYER & Co.
1976 Hongkong, 12th December, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND........200,000 of Dollars.
Court of Directors:—
Chairman—E. R. BELILIOS, Esq.
Deputy Chairman—AD. ANDRE, Esq.
J. ... Esq. | A. McIver, Esq.
H. Hoppius, Esq. | S. W. Pomeroy, Esq.
F. D. Sassoon, Esq.
Acting Chief Manager.
Hongkong—Thomas Jackson, Esq.
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 " 4 "
12 " 5 "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, *Acting Chief Manager*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 2nd November, 1876.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1780 Hongkong, 27th March, 1876.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

SUN FIRE OFFICE.
THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD, *Agent, Sun Fire Office.*
1935 Hongkong, 4th October, 1876.

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one.
FIRST-CLASS RISK at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*
393 Hongkong, 1st March, 1874.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.
THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1865 Hongkong 20th July, 1872.

Auctions.

PUBLIC AUCTION.
THE Undersigned will Sell by Public Auction,
THIS DAY,
the 11th January, 1877, at Noon, at his Sale Rooms, No. 8, Queen's Road,—
Cases of CHAMPAGNE, "Carte Blanche," GIN, CLARET, BRANDY, LIQUEURS, and BITTERS,—
10 Boxes BAR SOAP, 10 Cases SHELLAC, 5 Cases MILK, and 8 Bales COTTON WASTE, BLACK and FANCY CLOTH, FLANNEL, ALPACCA, STOCKINGS, Woollen CUFFS and MITTS.
An Invoice of WHITE METAL COOKING UTENSILS, comprising Frying and SAUCE-PANS, GRIDIRONS, LADLES, &c.
And, for Account of the Concerned,—
50 Casks Quarts BASS's BEER.
And Sundry other GOODS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG, Auctioneer.
77 Hongkong, 10th January, 1877.

GENERAL WEEKLY SALE.
LANE, CRAWFORD & Co. will Sell by Public Auction, in their Sale Rooms, Praya,
TO-MORROW,
the 12th January, 1877, at Noon,—
ELECTRO-PLATED WARE, TABLE SPOONS and FORKS, BUTTER DISHES, Sardine BOXES, Cash BOXES, PADLOCKS, Black Writing INK, Merino and Lambswool SOCKS, Carving KNIVES, Tooth BRUSHES, Shoe BRUSHES, &c.
Also,
30 Tins TURPENTINE.
20 Tins VARNISH.
20 Tins Dark and Light Oak Colour PAINT.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
78 Hongkong, 10th January, 1877.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction (unless previously disposed of by Private Sale), on
MONDAY,
the 15th January, 1877, at Noon,—
The old-established Dispensing Business known as
"THE ORIENTAL DISPENSARY,"
consisting of the STOCK-IN-TRADE, MEDICINES, CHEMICALS, INSTRUMENTS, SHOP FITTINGS, &c., &c., &c., together with the GOODWILL.
Also,
AN ÆRATED WATER MANUFACTORY, consisting of a SODA-WATER MACHINE, by TAYLOR and SONS, complete, with Bottling Machine, Empty Syphons, Empty Bottles, &c., &c., &c.
For Inventories and further Particulars, apply to F. P. SOARES, Esq., at the Oriental Dispensary, Wellington Street.
TERMS OF SALE.—Cash on the fall of the hammer.
J. M. GUEDES, JUN., Auctioneer.
1918 Hongkong, 1st December, 1876.

PUBLIC AUCTION.
LAND, PROPERTY, AND TIMBER, &c.
LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction (unless previously disposed of by Private Sale), on the Premises at Wanchai, on
MONDAY,
the 22nd January, 1877, at Noon,—
The following
PIECES or PARCELS of GROUND, with BUILDINGS erected thereon, belonging to
Messrs. S. E. BURROWS & SONS.
FIRST.
That PIECE or PARCEL of GROUND, registered in the Land Office as MARINE LOT No. 107, adjoining the Police Station No. 2, at Wanchai, with the TWO First-class GRANITE GODOWNS erected thereon, viz.:—
GODOWN No. 43, fronting on the Praya, 52½ feet, by an average of 73 feet deep. Capacity about 1,300 Tons. Crown Rent $51 per Annum.
GODOWN No. 44, adjoining above, Two Stories, also fronting on the Praya 52½ feet, by an average of 97 feet deep. Capacity about 3,000 Tons. Crown Rent $69 per Annum.
Each Godown, with the Land on which it is erected, will be put up separately.
SECOND.
That PIECE or PARCEL of GROUND, registered in the Land Office as MARINE LOT No. 121, at Wanchai, and formerly known as THE HONGKONG AND WHAMPOA DOCK COMPANY'S YARD, fronting on the Praya 100 feet, by an average of 144 feet deep, containing 14,400 square feet. Crown Rent $180 per Annum.
THIRD.
About 86,000 Superficial feet of OREGON PINE LUMBER, 2, 3, and 4 inches, in lots to suit Purchasers.
Also,
Sundry Lots of TEAK and SINGAPORE TIMBER, SHIP'S KNEES, WINCHES, BLOCKS, OLD IRON, SCALES.
&c., &c., &c.
TERMS OF SALE:—
The LAND and GODOWNS.—One-half of the Purchase Money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the Purchaser. The Property to be at Purchaser's risk on the fall of the hammer.
The TIMBER and MOVEABLE LOTS.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. All lots, with all faults and errors of description whatsoever, at Purchasers' risk on the fall of the hammer.
For further Particulars, apply to
LANE, CRAWFORD & Co., Auctioneers.
65 Hongkong, 8th January, 1877.

NOTICE.
THE DISPENSING and ÆRATED WATER MANUFACTORY BUSINESS, known as "THE ORIENTAL DISPENSARY AND SODA WATER MANUFACTORY," hitherto carried on by the Undersigned, will, by mutual consent of the Partners, be DISSOLVED on the 15th January, 1877.
F. P. SOARES & Co.
1919 Hongkong, 1st December, 1876.

YEE SUNG & Co.,
COAL MERCHANTS,
Have always on hand LARGE STOCKS of every description of COAL.
Address, care of HOO-TE-LOONG & Co., No. 43, Praya, Hongkong.
648 Hongkong, 9th May, 1876.

STORAGE.
COALS received on Storage in First-class Godowns of about 5,000 tons Capacity, situated on the Praya West, Wanchi.
T. G. LINSTEAD.
1809 Hongkong, 18th November, 1874.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.—
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

Intimations.

JUST PUBLISHED.
SKETCHES of EXCURSIONS to CHUSAN, POOTOO, NANKING, and KIOTO,
By R. S. GUNDRY.
To be had at Messrs. LANE, CRAWFORD & Co.'s, Queen's Road. PRICE $1.50.
7d 69 Hongkong, 9th January, 1877.

FOR SALE.
PRIME DUTCH CHEESE. SOUR KROUT and RED CABBAGE, in Jars. Small Kegs SALT PORK and BEEF. CODFISH. SALT HERRINGS.
BREECH-LOADING GUNS, RIFLES, REVOLVERS, and CARTRIDGES.
J. SCHEEFER, 54, PRAYA CENTRAL.

FOR SALE.
CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.
Apply to SIEMSSEN & Co.
tf 941 Hongkong, 21st June, 1876.

FOR SALE,
JUST received from England, a large quantity of MILLINERY GOODS, LADIES', GENTLEMEN'S, and CHILDREN'S BOOTS, PRINTS, SHAWLS, &c. Also, a few SETS of PONY HARNESS, at MODERATE PRICES.
NOOR MAHOMED KHAMISA,
1m 2043] No. 8, PEEL STREET.

CUTLER, PALMER & Co.'s CELEBRATED WINES.
We have secured some Excellent Wines and Cognac of the well known shippers, CUTLER, PALMER & Co., and invite comparison with any and all other brands.
We have to offer:—

	Per 1 doz. quarts.
CUTLER, PALMER & Co.'s CHAMPAGNE,	$15
CUTLER, PALMER & Co.'s HOCHHEIMER,	$3.50
CUTLER, PALMER & Co.'s CHATEAU MOUTON	$12
CUTLER, PALMER & Co.'s CHATEAU LAROSE	$7
CUTLER, PALMER & Co.'s ST. JULIEN	$6
CUTLER, PALMER & Co.'s CANTENAC	$5.50
CUTLER, PALMER & Co.'s MEDOC	$4.50
CUTLER, PALMER & Co.'s HAUT SAUTERNE	$9
CUTLER, PALMER & Co.'s SHERRY, fine full flavor, black seal	$10.25
CUTLER, PALMER & Co.'s SHERRY, Vino Puro, blue seal	$9
CUTLER, PALMER & Co.'s SHERRY, Manzanilla, red seal	$8.50
CUTLER, PALMER & Co.'s SHERRY, Vino de Pasto, blue seal	$8.25
CUTLER, PALMER & Co.'s COGNAC 1 star	$6.25
CUTLER, PALMER & Co.'s COGNAC 2 star	$7.50
CUTLER, PALMER & Co.'s COGNAC 3 star	$9
CUTLER, PALMER & Co.'s COGNAC 4 star	$10.50

Also,
WACHTER & Co.'s CELEBRATED CHAMPAGNE,
at $18 per Case of 1 doz. Quarts.
F. BLACKHEAD & Co.
1984 Hongkong, 13th December, 1876.

COMPASS-DEVIATION IN IRON SHIPS, DESCRIBED PRACTICALLY,
By R. M. TALBOT,
Just published, and favourably noticed by the local Press in Hongkong and Shanghai.
PRICE TWO DOLLARS.
SOLD BY
Messrs. LANE, CRAWFORD & Co.
Messrs. McEWEN, FRICKEL & Co.
Messrs. GEORGE FALCONER & Co.
Messrs. BROADBEAR, ANTHONY & Co.
Messrs. LAMMERT, ATKINSON & Co.
1910 Hongkong, 30th November, 1876.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. 1y 1145 July 20

A CARD.
P. F. DA SILVA, GENERAL COMMISSION AGENT,
TAKAO and TAIWANFOO.
3m 1856 Takao, November, 1876.

NOW ON SALE.
THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper,............$1.50
Neatly Bound,............$2.00
Apply at the *Daily Press* Office.

PHŒNIX FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000 on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 %, on the premia.
NORTON & Co., *Agents.*
tf 8 Hongkong, January, 1876.

PHŒNIX FIRE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1192 Hongkong, 27th June, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1193 Hongkong, 27th June, 1872.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co., *Agents.*
tf 89 Hongkong, 16th November, 1872.

CHINESE INSURANCE COMPANY (LIMITED).
NOTICE.
POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co., *General Agents.*
tf 951 Hongkong, 17th April, 1873.

Intimations.

NOTICE.
MR. F. PANIZZA,
late of Sydney, N.S.W.,
PROFESSOR of the PIANOFORTE and SINGING,
now residing permanently in Hongkong, is prepared to attend Pupils for either of the above Branches.
EVENING PARTIES ATTENDED.
PIANOS AND HARMONIUMS TUNED AND REPAIRED.
PROSPECTUS at Messrs. KRUSE & Co.'s.
82 Hongkong, 11th January, 1877.

NOTICE.
TENDERS for REPAIRS to the British Barque "UNANIMA," Cain, Master, will be received by the Undersigned before NOON TO-MORROW, the 12th instant.
The Captain does not bind himself to accept the cheapest or any Tender.
For Particulars of the Work, apply to the CAPTAIN on board; or, to
MEYER & Co., Agents.
76 Hongkong, 10th January, 1877.

NOTICE.
TENDERS for the undermentioned WORKS to the Portuguese Gunboat, "TEJO," will be received at the PORTUGUESE CONSULATE, Hongkong, on and after the 11th inst., for NEW COPPER, CAULKING, NEW DECKS, FOREMAST, NEW BRIDGE, WATER-CLOSETS, BATH ROOMS, and INTERIOR ARRANGEMENTS, &c., &c.
REPAIRS to BOILERS, &c., &c., all as per Specification.
For further Particulars, apply on board the "TEJO," which will arrive in Hongkong on or about the 10th instant.
F. AMARAL, Commander "TEJO."
7d 66 Macao, 6th January, 1877.

NOTICE.
TENDERS, as advertised, for WORKS on board the "TEJO," will be RECEIVED until 2 P.M. on the 11th instant, at the PORTUGUESE CONSULATE.
The Commander to have the right of refusing or accepting any of the Tenders.
A. G. ROMANO, Acting Consul-General.
75 Hongkong, 9th January, 1877.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE TWENTY-FIRST ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the CITY HALL, Victoria, Hongkong, on THURSDAY the 25th January instant, at 2 o'clock in the afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Auditors.
By Order of the Board of Directors,
P. A. DA COSTA, Secretary.
36 Hongkong, 2nd January, 1877.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE.
THE TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.
By Order of the Board of Directors,
P. A. DA COSTA, Secretary.
37 Hongkong, 2nd January, 1877.

PUN-LUN, PHOTOGRAPHER,
QUEEN'S ROAD, No. 56, UPSTAIRS,
Opposite the Oriental Bank, Hongkong.
SCALE OF PRICES:—
Carte de Visite, Single Person, 1 doz., $1.50
Cabinet Pictures.............1 doz., $4.00
3m 23 Hongkong, 2nd January, 1877.

NOTICE.
MR. J. PENATI, PROFESSOR OF MUSIC from the Royal Conservatorium of Milan, now residing in Macao, visits Hongkong THREE DAYS A WEEK, viz., Monday, Tuesday, and Wednesday, to give LESSONS on the PIANO and SINGING. Letters can be addressed, care of Messrs. LANE, CRAWFORD & Co. [2024

NOW READY.
THE FOLKLORE OF CHINA, AND ITS AFFINITIES WITH THAT OF THE ARYAN AND SEMITIC RACES,
BY N. B. DENNYS, Ph.D.
"Instructive and amusing enough to command a ready sale."—*Daily Press.*
For Sale by Messrs. LANE, CRAWFORD & Co.; LAMMERT, ATKINSON & Co.; FALCONER & Co.; McEWEN, FRICKEL & Co.; GAUPP & Co.; and KRUSE & Co.; or can be had of the Author, at the CITY HALL, Hongkong.
London: TRUBNER & Co. Shanghai: Messrs. KELLY & WALSH.
PRICE:—Half Bound Roan, $2.00; Paper Covers, $1.60.
1993 Hongkong, 14th December, 1876.

NEW BOOKS
EX "GLENLYON."
WORKS OF REFERENCE:—
DICTIONARIES.
WORKS ON BOOKKEEPING.
BEETON'S USEFUL BOOKS.
CASSELL'S POPULAR EDUCATOR.
OLLENDORFF'S METHOD FOR LEARNING LANGUAGES, adapted to the French, Spanish, German, and Italian; with Keys to each.
&c., &c., &c.
NOVELS:—
COMPLETE SETS OF DICKENS'S AND SIR WALTER SCOTT'S WORKS.
THE RUBY, ROSE, AND LILY SERIES.
The full Works of Anthony Trollope, Charles Lever, Jules Verne, Charles Reade, Miss Braddon, and James Grant.
And other Novels by good Authors, serious and humorous.
LAMMERT, ATKINSON & Co.
1725 Hongkong, 31st October, 1876.

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT
AGENT for DE ST. MARCEAUX ET CIE'S CHAMPAGNES,
Dépôt for Vichy Waters,
ED. PINAUD ET CIE'S PERFUMERY,
N. ANTOINE ET FILS' INKS, &c., &c.
Fresh Supply of FRENCH BOOTS received by each French Mail.
44, QUEEN'S ROAD, HONGKONG.

COLLINGS'S PATENT TYPHOON AND BURGLAR PROTECTOR.
THE Undersigned are now prepared to apply the above to Windows and Venetians.
Apply to C. S. COLLINGS, No. 20, Praya Central,
Messrs. WILSON & SALWAY, Architects.
R. G. ALFORD, Esq., Surveyor.

OCEAN MARINE INSURANCE COMPANY.
THE Undersigned, having been appointed AGENTS for the above COMPANY, are prepared to ISSUE POLICIES at CURRENT RATES.
GILMAN & Co.
1m 2092 Hongkong, 21st December, 1876.

Intimations.

HONGKONG CHORAL SOCIETY.
PROGRAMME of CONCERT to be given at the CITY HALL,
THIS (THURSDAY) EVENING,
January 11th, 1877,
Commencing at NINE o'Clock.

PART I.
No. 1—OVERTURE—"Crown Diamonds."—Auber.
No. 2—CHORUS—"Galatea, dry thy tears" from "Acis and Galatea."—Handel.
No. 3—RECITATIVE AND AIR FOR BASS, from "The Creation."—Haydn.
No. 4—PART SONG—"The Sailor's Song."—Hatton.
No. 5—RECITATIVE—"In Splendour bright." TRIO AND CHORUS.—"The heavens are telling," from "The Creation."—Haydn.

PART II.
No. 6—TRIO FOR PIANOFORTE, VIOLIN, AND VIOLONCELLO.—Hummel.
No. 7—PART SONG—"Sleep, while the soft evening breezes blowing."—Bishop.
No. 8—SONG—"Will o' the Wisp."—Cherry.
No. 9—SOLO FOR VIOLONCELLO—Andante from 2nd Concerto.—Goltermann.
No. 10—PART SONG—"Sir Knight, Sir Knight."—Macirone.
No. 11—OVERTURE—"La Cenerentola."—Rossini.

Tickets, Price $2 each, may be obtained of Messrs. LANE, CRAWFORD & Co., and at the Door of the Hall on the night of the Concert.
T. G. WILLIAMSON, Acting Hon. Secretary.
57 Hongkong, 6th January, 1877.

FOR COOKTOWN, BRISBANE, SYDNEY, AND MELBOURNE.
THE Eastern and Australian Mail Steam Company's Steamer "SOMERSET" will be despatched as above, from SINGAPORE, on or about the 4th February next.
For Freight or Passage, apply to the Undersigned, who are prepared to grant through Bills of Lading.
GIBB, LIVINGSTON & Co., Agents.
tf 80 Hongkong, 11th January, 1877.

NOTICE.
NO. 1 of the "TOKIO TIMES" (A Weekly Journal) will be Published at Tokio on SATURDAY, January 6th, 1877.
Terms of Subscription:—$12 per Year. Single Copies, 25 Cents.
Advertisements:—50 Cents per Inch or part of an inch, and $5 per Column.
Orders received by Messrs. LANE, CRAWFORD & Co.
14d 81 Hongkong, January, 1877.

AVISO.
O CONSELHEIRO JOSÉ MARIA LOBO D'AVILA que segue viagem para a Europa, faz por este modo as suas DESPEDIDAS ás pessoas que obsequiosamente o visitaram, e ás quaes não tenha pessoalmente agradecido.

MACAO HOTEL,
PRAYA GRANDE, MACAO.
ON the 20th instant, a FIRST-CLASS HOTEL will be OPENED, under the above Title, in SPACIOUS, COMMODIOUS, and WELL-FURNISHED PREMISES on the PRAYA GRANDE.
Every attention will be paid to the comfort of Visitors.
WINES, SPIRITS, and EATABLES of the BEST QUALITY ONLY supplied. TERMS MODERATE.
J. P. DE CAMPOS, Proprietor.
70 Macao, 8th January, 1877.

KOWLOON HOTEL.
BOARD AND LODGING. BILLIARDS AND BOWLING ALLEYS.
The Bowling Alleys are NOW OPEN.
Parties requiring Dinners are requested to give 12 hours' notice either at the above Hotel, or to
D. NOWROJEE, PROPRIETOR.
3m 1733 Hongkong, 1st November, 1876.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.
TIFFIN at ONE. DINNER at SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

A. YOUNG,
SHIP CARPENTER,
BOAT-BUILDER, CAULKER, AND PAINTER.
DESIGNER and BUILDER of the Gig "BEAT," Winner at the late Regatta.
No. 235, QUEEN'S ROAD,
Nearly opposite No. 7, Police Station.

T. ALGAR,
HOUSE AND ESTATE AGENT,
RENTS COLLECTED.
BROWN JONES & Co.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
20] 9, HOLLYWOOD ROAD.

Notices to Consignees.

FROM CALCUTTA, PENANG, AND SINGAPORE.
THE Steamship *Penguin*, having arrived from the above Ports, Consignees of General Cargo are hereby informed that their Goods are being landed by the Undersigned into their Godowns at Consignees' risk.
Cargo remaining undelivered after the 16th instant will be subject to rent.
Opium is deliverable from on board.
No Fire Insurance has been effected.
JARDINE, MATHESON & Co.
7d 79 Hongkong, 10th January, 1877.

FROM CALCUTTA, PENANG, AND SINGAPORE.
THE Steamship *Arratoon Apcar*, Captain MacTavish, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading for Countersignature to the Undersigned, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense.
DAVID SASSOON, SONS & Co., Agents.
64 71 Hongkong, 8th January, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
H. DU POUEY, Agent.

Ex *Tanais*, 11th December, 1876.
OF Nos. 796/8 JU ...... 15 cases Curios.

Ex *Sindh*, 14th December, 1876.
JP No. 121 ...... 1 case Merchandise.
GO No. 210 ...... 1 case Merchandise.
VH&O B&H ...... 1 case Merchandise.
DR N in diamond Nos. 1/2, 10/11, 183/202 ...... 24 cases Sundries.
DR N in diamond ...... 10 bundles Copper Bars.

Ex *Irawaddy*.
DR N in diamond No. 814 ...... 1 cask Chalk.
DR N in diamond 5/8 ...... 4 cases Copper Sheathing.
Hongkong, 20th December, 1876.

NOW READY FOR SALE.

THE CHRONICLE AND DIRECTORY FOR 1877.

(With which is incorporated "THE CHINA DIRECTORY.")

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETE in EVERY RESPECT.

It contains:—

THE DIRECTORY FOR HONGKONG.
THE DIRECTORY FOR CANTON.
THE DIRECTORY FOR WHAMPOA.
THE DIRECTORY FOR MACAO.
THE DIRECTORY FOR HOIHOW.
THE DIRECTORY FOR SWATOW.
THE DIRECTORY FOR AMOY.
THE DIRECTORY FOR FORMOSA.
THE DIRECTORY FOR FOOCHOW.
THE DIRECTORY FOR NINGPO.
THE DIRECTORY FOR SHANGHAI.
THE DIRECTORY FOR CHINKIANG.
THE DIRECTORY FOR KIUKIANG.
THE DIRECTORY FOR HANKOW.
THE DIRECTORY FOR CHEFOO.
THE DIRECTORY FOR TAKU.
THE DIRECTORY FOR TIENTSIN.
THE DIRECTORY FOR NEWCHWANG.
THE DIRECTORY FOR PEKING.
THE DIRECTORY FOR JAPAN.
THE DIRECTORY FOR PHILIPPINES.
THE DIRECTORY FOR SAIGON.
THE DIRECTORY FOR HAIPHONG.
THE DIRECTORY FOR HANOI.
THE DIRECTORY FOR SINGAPORE.
THE DIRECTORY FOR BANGKOK.

With brief descriptions of Hongkong, the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that usually found in works of the kind.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce and Shipping.

It is further embellished with a Chromo-lithograph of a

PLAN of VICTORIA, HONGKONG;

THE

FOREIGN SETTLEMENTS OF SHANGHAI;

A Chromo-lithograph Plate of the NEW CODE of SIGNALS in use at the PEAK;

Also of the various HOUSE FLAGS (Designed expressly for the Work);

and

MAPS OF HONGKONG, JAPAN, &c.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public, Mercantile, and General Offices.

It is published in two forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO	Mr. L. A. de Graça.
SWATOW	Messrs. Campbell & Co.
AMOY	Messrs. Wilson, Nicholls & Co.
FORMOSA	Messrs. Wilson, Nicholls & Co.
FOOCHOW	Messrs. Hedge & Co.
NINGPO	Messrs. Kelly & Walsh, S'ghai.
SHANGHAI	Messrs. Hall & Holtz.
SHANGHAI	Messrs. Kelly & Walsh.
HANKOW and RIVER PORTS	Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
CHEFOO and NEWCHWANG	Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
TIENTSIN and PEKING	Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI	The C. and J. Trading Co.
HIOGO, OSAKA	The C. and J. Trading Co.
YOKOHAMA	Messrs. Lane, Crawford & Co.
YOKOHAMA	Mr. C. D. Moss, *Japan Gazette*.
MANILA	Messrs. J. de Loyzaga & Co.
SAIGON	Mr. J. H. Bloom, *Independant*.
SINGAPORE	Messrs. Liddelow and Martin.
BANGKOK	Messrs. Malherbe, Jullien & Co.
LONDON	Mr. F. Algar, Clement's Lane.
LONDON	Mr. Geo. Street, 30, Cornhill.
LONDON	Messrs. Bates, Hendy & Co.
SAN FRANCISCO	Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK	Messrs. S. M. Pettingill & Co. 37, Park Row.

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the Governor and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS, PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED. PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

827 HONGKONG DISPENSARY.

The Daily Press.

HONGKONG, JANUARY 11TH, 1877.

IN his Report on the trade of Newchwang for the year 1875, Mr. Consul ADKINS gives some interesting and important facts in relation to the coasting trade. After noting that the trade returns for that year show a highly satisfactory increase in the British tonnage as compared with the preceding year—the figures being 49,522 tons compared with 24,967 tons in 1874—he expresses a hope that this improvement will be permanent, and that British shipping is about to retain a fair share of a most valuable portion of the China coasting trade—a trade which owes its existence entirely to British influence. British ships have certainly had the start, and will no doubt be able to preserve this advantage. It will be the fault of the shipowners if they do not. They have now certainly to contend with a formidable competition, but it rests with themselves whether it will prove too strong for them or not. From what Mr. ADKINS says, it would seem that British shipowners are not altogether alive to the necessity of keeping up in the race, and do not pay sufficient attention to the condition of their vessels. He says:—"As a matter of fact, the ships of North Germany and Scandinavia are, as a rule, better found, better manned, and better cared for than those under the British flag. So long as the Chinese merchant or supercargo had but to choose between a native junk and an English ship, he must perforce accept the discomfort of dirty accommodation, and run the risks entailed by having his property embarked in vessels manned by riff-raff, white, black, and yellow, under no sort of discipline, and with but few of the qualifications of the sailor. It is otherwise now that the clean and well-manned vessels of Germany and Scandinavia are also to be chartered." It is surely the height of folly to neglect anything that will conduce to the maintenance of that belief in the superiority of British craft which formerly existed among the Chinese. This is a matter that can, at least, be helped, and the shipowners will do well to take Mr. ADKINS's caution to heart. There is another element, he also points out, which is likely to interfere with the employment of English ships in the coasting trade,—one which cannot be so easily grappled with. This is the employment of steamers owned by natives. Two such steamers visited the port of Newchwang in 1875, and they have carried produce during the past year also. Unfortunately for foreign shipowners, these vessels are, the British Consul tells us, privileged to an extent which gives them a great advantage over all other craft. "They pay no tonnage dues," he continues, "though they make use of the lights and other aids to navigation which foreign vessels have been taxed to supply. Then the payment of duties is, in their case, regulated in a very free-handed manner in their favour. For instance, one of the steamers last year carried troops to Tientsin; she was allowed to take away a full cargo duty free." This is, of course, most unfair, but it is all of a piece with the immunities and privileges granted to that mandarin monopoly, the China Merchants' Steam Navigation Company. It would probably be a mere waste of time to protest against such partiality, which would not be shown but for the fact that so many influential officials are interested in the success of the Company. Naturally, however, such unmerited concessions render it difficult for foreign ships to compete with these native-owned steamers. It is to be hoped, however, that British vessels will still be able, by their better management and general superiority, to retain a fair proportion of the coasting trade in China.

THE *Peking Gazette* of the 26th November contains a series of memorials relating to the despatch of a tribute-bearing mission from the King of ANNAM to Peking. LU TSUNG-TING, the Governor of Kwangsi, reports the passage of the Annamese Envoys across the frontier, and states that officials were deputed to meet and receive them with due ceremony. His report contains nothing further beyond the usual platitudes in which Chinese officials indulge when memorialising the Throne, no matter how petty the occasion. A translation is likewise given in the *Gazette* of the memorial from the King of ANNAM, announcing the despatch of the mission, which is in that fulsome style of adulation common among Orientals. After stating that the kingdom of Annam is indebted for its establishment to the Celestial dynasty, and has for generations past been enrolled among the nations subject to the Dragon Throne, he says that, as the period for tendering the tribute due every four years was approaching, he sent a despatch to the Governor of Kwangsi, requesting that he would vicariously make report to His Imperial Majesty. He winds up with the following sentences:—"Having been so fortunate at the present period as to abide by the regulation in the despatch of tribute, all that your servant can look for is that the Celestial Court will deign to cast a glance upon the sincere expression of his reverent and obedient sentiments, thus enabling a subject kingdom to fulfil its earnest desire that the ties of kinship be cherished with due respect. Gazing from a distance toward the Celestial portals, in strict obedience to the forms prescribed, he now delivers the various articles of tribute due for the year *ting-ch'ow* to the officers of his court, P'EI WEN-I, LIN HUNG, LI KI, and others with them, to be transported to their destination, and he reverently begs their acceptance by the Imperial grace." This memorial is not so servile as that ascribed to the King of BURMAH, and which appeared in last year's *Gazette*, but it is doubtless quite sufficiently humble to ensure His Imperial Majesty's gracious acceptance of the tribute.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the steamer *Glenroy* left Singapore for this port on Tuesday, the 9th instant.

Reuter's Agent has kindly placed at our disposal the following telegram just received from London:—"Sir A. E. Kennedy's appointment as Governor of Queensland is officially notified." This is the first official intimation of the appointment.

The members of the Hongkong Choral Society will give their first concert of the season at the City Hall, this evening. The programme, which will be found in another column, is a good one, and it is to be hoped that there will be a large attendance.

A meeting will be held at three o'clock this afternoon punctually in St. Andrew's Hall to consider the advisability of starting a steam laundry in this Colony. All those who are interested in the project are invited to attend and hear the details of the scheme.

Messrs. J. C. Sillar and Co., of London, have the following, with regard to the importation of putrid teas, in their circular of the 23rd Nov.:—"Five or six months ago about 40,000 packages of teas were destroyed by floods in the River Min. Fears are now entertained that large quantities of these submerged tea-leaves have been redried by the Chinese, and mixed with sound teas in such a manner as to evade the law. An instance of this kind came under our notice a few days ago. A parcel of teas was sold at the public sales held in the Commercial Sale Rooms on the 14th November. They were imported by the steamers *Vancouver* from Foochow in September last, and sold with 'all faults,' but upon inspection it turned out that one package at least in the lot of 30 was completely filled with redried leaves, so carefully painted, however, with lampblack or some other dye as to have deceived the Custom-house officers."

BILLIARDS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Will you or some of your readers please inform me through the medium of your journal, whether the attainment of proficiency in the game of billiards requires a knowledge of science on the part of individual, so far as it relates to the laws of bodies in motion, the accurate calculation of the different angles described by such bodies under circumstances of their contact with one another, and their flying off at different tangents after contact, &c., on the one hand, or, whether skill does all to ensure success.

I do not wish to be informed which of the two agents, in an ordinary game, goes most to obtain a good score; as it is well known that very little scientific knowledge actuates the different strokes of the players, and that they altogether depend on the length of time that each individual has spent over the game.

But what I want to be enlightened upon is, first, in the case of two players whose abilities in making a steady stroke so far as it relates to the handling of the cue before striking are equal, whether a greater knowledge of science on the part of one does not justify him in considering the game his own from the very commencement. Second, under the same circumstances, but with the difference that the scientific player has a skillful antagonist, would not science get the ascendency over skill? Of course there is a vast difference between the consideration of billiards theoretically and the practical application of the principles embodied in it.

The above question is the result of a dispute that has arisen between a friend and myself regarding the head under which the game is to be considered. He contends that it is purely one of skill, whereas my ideas on the subject are much the same as are implied by the questions above.

I should feel extremely obliged if you or any one of your readers would be kind enough to settle our dispute.—Yours, &c.,

ZUMBERTOOT.

Hongkong, January 10th, 1877.

POLICE INTELLIGENCE.

10th January.

BEFORE JAMES RUSSELL, ESQ.

DRUNKENNESS.

David Davis, seaman on board of the British bark *Marquis of Argyle*, was charged by P.O. No. 5 with drunkenness and with breaking a bucket in the police cell. He was fined $1.

George May, seaman on board of the British bark *Nicolino*, was charged with drunkenness and with lying down in the street. He was fined 50 cents.

THE SAMPAN NUISANCE.

P.C. Thomas Young and Mr. J. W. Nelson, second officer on board of the British steamship *Penguin*, charged Sun Achune and ten others with obstructing the fairway of the steamer and with boarding the vessel before the vessel came to her moorings.

The second officer said over thirty boats came alongside long before the vessel came to the buoy, and the whole of them by clinging on to the steamer prevented the steering of the vessel, and placed her in danger. Moreover, they come on board whilst the captain and officers are busy mooring or navigating the vessel each voyage, and commit robberies. Only last voyage a crowd of them came on board and stole two boxes belonging to passengers containing large sums of money.

Inspector Grimes said everything is done to prevent this crowding of boats and boarding of vessels before coming to an anchor, but to no purpose; the sampans will persist in committing the offence.

The magistrate told them that as small fines were of no use, he would fine them $5 each.

MORE GINSENG.

A man named Tsang Ashap was charged by Li Ashu, a farmer, with obtaining from him $1 by false on the 7th instant.

The prosecutor said he met prisoner near the Canton Bazaar, who asked him if he wanted to buy some ginseng, and at once produced what appeared to be ginseng. He asked $5 for the piece and finally came down to $1. Witness gave $1, but on reaching home discovered it was spurious.

The shroff of the Court said the stuff was not worth three tenths of a cent; it was not ginseng.

The prisoner denied the charge, and said he was foreman to the contractor at H.M. Naval Yard, and was at work all that day. The prosecutor must have made a mistake in his identity.

A witness called by the prisoner confirmed his statement that he was at work all the day on the 7th instant.

There not being sufficient evidence, the prisoner was discharged.

DISEASED BULLOCKS.

European constable No. 37 charged Leung Afu and two others with having a cargo boat in shore after gunfire on the night of the 9th instant and discharging diseased bullocks near the Sailors' Home. He said he went on board and saw two of the bullocks landed and driven away by men; there were five others in the boat, and he saw that one of them was diseased. He therefore took boat, bullocks, and the prisoners to the Water Police Station.

Dr. Ayres, the Colonial Surgeon, said the whole of the five were more or less diseased—one was very bad; four will recover, but the fifth is in a dying condition.

At this stage, Inspector Grimes produced the junk-master who brought the cattle to the Colony and he was made the fourth prisoner.

The first and second prisoners said they were cargo boatmen and were engaged by the third and fourth to land them at night. They refused, but the third said he would be responsible.

The first and second were fined $2 each, and the third and fourth were fined $5 each.

The animal in the worst stage of disease was ordered to be destroyed, and the third prisoner was told they would have to cure the other four before slaughtering them.

ATTEMPT TO STEAL.

Yim Ang, a stonecutter, was charged by Leung Atai, a seaman on board the steamer *Kiukiang*, with attempting to steal a box of silk valued at $200.

The prosecutor said about 4 p.m. yesterday on the arrival of the steamer he saw the prisoner come on board and pick up a box of silk. He was in the act of taking it away when he asked him for his authority, and he could say nothing. He was not employed on board. There were several boxes of silk on board.

P.C. Kwok Acheong said he noticed the prisoner carrying the box of silk and saw the last witness seize him.

The prisoner said he came from Canton and he thought it was his box.

He was sentenced to six months' hard labour.

CHINESE DOMESTIC SLAVERY.

Leung Cho Shaps, a married woman, was charged with brutally assaulting a purchased servant girl named Sui Akum.

The little girl said she was purchased by the prisoner one year ago. Two days back, the prisoner called her to cook conjee. She did so, and she was then told to boil water. She afterwards abused her for being late, and beat her head with firewood. She went on board the Canton steamer and was brought back again by the compradore. She was 12 years of age.

P.C. Moggridge, said he was on duty at the Canton steamer wharf when the girl was handed over to him by the purser of the steamer *Kiukiang*. He was told by him the girl had been threatened, and had run away from her mother. The prisoner told him two days ago that the girl was stolen.

Inspector Thomson said the girl's shoulder was bruised. It might have been done with a piece of firewood.

The prisoner, who said the gird stole 200 cash, and she beat her, was fined $10, in default, 21 days' hard labour. The girl was retained to be taken care of by the gaol authorities pending a reference to her mother at Macao to whom she wishes to go.

COUNTERFEIT COIN.

Cheong Asow and three others were charged by Police Sergeant Lindsay, the first with passing one mace and six candareens of spurious coin, the second with the unlawful possession of $21 and twelve taels, all counterfeit coins, and the other two prisoners were charged with aiding and abetting.

The sergeant said he was on duty as special detective. At 11 a.m. yesterday he was on the Shau-ki-wan steam launch. When the collector asked the men to pay their passage money, the four prisoners, who were together, all said they would pay at Shau-ki-wan. The first prisoner said, "Oh, we may as well pay now," and he then paid for the four in broken silver. After leaving Hung-ham witness saw the first prisoner take out a dollar and show it to the third prisoner; the second and fourth had gone down to the cabin. Witness was close by and constable Fang Aloi also saw the dollar. Witness saw it was bad. He knew the first, third, and fourth prisoners, having seen them in the street, and suspected them. He sat down beside them, and got Fang Aloi also to sit beside them to hear what was said. From what Fang Aloi said witness got him to get the money collector to show the money received from them. He saw the money collector open his box, and heard him say "All copper," at the same time making use of the usual Chinese expression. He then asked the first prisoner where the dollar was he was looking at. Prisoner took out two dollars. Both were bad, the same produced. He then apprehended the first and third prisoners. The second and fourth then came on deck and he apprehended them. He asked about a box, but all four denied knowing anything about it. At the wharf at Shau-ki-wan the first, third, and fourth prisoners said the box belonged to the second prisoner. Witness made him take it to the station and there found in it $21, all counterfeit, and twelve taels in broken silver, also bad. Besides this there was a box of quicksilver and chops for dollars.

The case was remanded until the 13th inst.

PUBLIC GAMBLING HOUSE.

Acting-Inspector Corcoran and a strong party of police made a raid on house No. 18, Taiping-shan Street, by virtue of a warrant and arrested Han Achu, and thirty-five other Chinese, men and women, and charged them with gambling and keeping a public gambling house. A quantity of gambling material was produced.

A Chinese gambling-house detective gave evidence of going to the house several times and losing money, he identified the first prisoner as the master and manager, and the second as the money collector.

After other evidence, the first, second, and eight other prisoners were remanded until to-morrow, and the rest of the prisoners were discharged.

DESTITUTION.

James Austin, painter, George Kirby, carpenter, and Thomas Melrum, steward, were charged with being destitutes, they having given themselves up as such.

These were the three men deported from Yokohama. They were ordered by His Excellency the Governor to be discharged from gaol and to be sent to the Harbour Master. Not being seamen, the Harbour-Master would have nothing to do with them. They were remanded until the 17th instant.

CANTON.

(From our own Correspondent.)

9th January.

During the review of the troops by the Viceroy and Lieutenant Governor on the Northern Parade Ground, on the 5th instant, a fatality occurred by the fall of a tree. A number of people had climbed up this tree, which is said to have been about a century old, in order to get a better view of the movements of the military. Suddenly it gave way, and several persons were crushed to death and ten others were severely injured.

Another case of brigandage is reported from Hiangshan. The robbers plundered a chandler's shop, and carried off the shopkeeper, for whose ransom they demand $1,000. No arrests have been made.

HIOGO.

We are informed by a native correspondent, that the opening of the ports of Shimonoseki in the inland sea, and Tsuruga on the north east coast, during 1877 to foreign trade and residence, is now under the consideration of the government. It is proposed to have no distinct foreign settlements, though certain localities will be defined for foreign premises, and conventions to contain certain trade observances hitherto inapplicable as between foreigners and Japanese in Japan, to be stipulated; also specified municipal rules and regulations to be observed by foreigners resorting to and taking up their quarters in these ports, to be maintained and enforced by the consular and other foreign courts. We think the scheme as propounded by our correspondent somewhat dim and obscure, though of practicable test, if and when properly shipshaped.—*Niphon Standard.*

TOKIO.

Permission has been given by the Cabinet to the Army Department to construct a fortress at Kannonsaki.

The principal temple at Uyeno, which was destroyed during the late civil war, is to be reconstructed.

Yoshida Kiyonari, the Japanese Minister at Washington, and his secretary Yoshida Jiro will return to Japan about the 11th instant.

Mr. Otowa, the editor of the *Aichi Shimbun*, was sentenced to ten days imprisonment and fifteen yen fine on the 23rd ultimo, for a violation of the Press laws.

The new building for the Naimusho, which was completed some short time ago, cost 40,000 yen, and that for the Paper Money Department 120,000 yen.—*Japan Mail.*

THE RECENT RISE IN SUGAR.

During the last month or two there has been a very rapid rise in the price of sugar, the prolonged cheapness of which article, notwithstanding an enormously increased consumption in this country, has just attracted much attention. The prices of two leading wholesale qualities compare now as follows with what they were a year ago:—

	Nov., 1876.	Nov., 1875.	Rise. Amount.	Rise. Per cent.
	s. d.	s. d.	s. d.	cent.
Manila, Muscovado...per cwt.	21 6	15 3	6 3	40
Mauritius, 15 to 17...per cwt.	33 6	25 3	8 3	33

and the greater part of this rise has taken place within a very short period. Since last August the charge in price has been:—

	Present Price.	Price at end of August.	Rise. Amount.	Rise. Per cent.
	s. d.	s. d.	s. d.	cent.
Manila, Muscovada per cwt.	21 6	16 6	5 0	30
Mauritius, 15 to 17 per cwt.	33 6	26 6	7 0	26

Since 1869 the following changes have occurred in sugar:—The consumption has increased from 42·56lb. per head to 62·85lb. per head, or 48 per cent. The aggregate imports of raw sugar have increased from 11,034,000 cwt. to 16,265,000 cwt., or 47 per cent. The aggregate imports of refined sugar have increased from 1,096,030 cwt. to 2,861,000 cwt., or 160 per cent. The great expansion of our sugar trade—that great increase in it which makes it approximate in importance to articles of necessity like wheat—has thus occurred within the last six years. Of the whole increase of consumption per head since 1850 more than one-half has taken place since 1869. Hence the necessity of looking on sugar in a different way from what was the case formerly, when it was an expensive article of luxury and of comparatively limited use. What, then, will be the effects of this great rise in an article of new importance among our articles of general consumption and import? The conclusion must obviously be that *pro tanto* the results will be the same as from a similar rise in wheat. We shall first of all have more to pay foreign countries for an article of *quasi*-necessity, and the amount involved, though not so great as when wheat is in question, will still be important. As we import annually about 20,000,000 cwts., an addition of 5s. per cwt. to the price means an addition of £5,000,000 to the value of our imports, even assuming that there is no increase of the quantities. This will enter into the account against us, and will no doubt "tell up" in a year when there is simultaneously a moderate rise in wheat. *Pro tanto* also the rise will affect the purchasing power of the masses as regards other things, though this effect will be less felt proportionately than a similar effect from wheat, because the whole amount spent on sugar is still so much less than the amount on wheat. The effect, indeed, unless the rise should go much beyond the present point will be unperceived, and it has yet to be seen whether a much greater rise would not restrict the consumption of the article itself rather than the consumption of other articles. On the other hand, the immediate result of the rise may be beneficial to trade in many ways. A great stimulus is given to the trade of the wholesale merchant and of the producers of sugar, and such a stimulus, after the years of depression in our foreign trade, may prove most important. It will bring money into the hands of an active class which has been debarred from enterprise by a prolonged succession of years of low profit or of loss, and the temptation to enterprise thus given will probably assist in a new revival of trade. The change is all the more important in this view because it succeeds a rise in another important article in the foreign trade—silk. While it is low range of prices for raw materials and articles of general consumption which is most beneficial directly to the consumer and the retail trader, it is when prices are beginning to rise after a period of depression that there is most aggregate trade and most general prosperity. The indirect stimulus given by this rise to the operations of the wholesale dealer and the producer is at first more important than any corresponding check to consumption. And as the rise usually spreads from article to article—and there have been rising tendencies lately in other articles—we are inclined to think that these movements, which have been most pronounced in silk and sugar, are really the beginnings of a general improvement. The question well remain whether the level of the price of sugar will again fall back to that from which it is now rising. Writing a year ago we thought it a fair suggestion, from the facts already stated, that sugar might be permanently producible at the low level of price which had existed for years. The production apparently was going on steadily increasing, notwithstanding the fall in price, and this could hardly have been the case if the price just above the last fall had proved unprofitable. Nor do we think that the present rise at all disproves this view. There will always be great fluctuations in staple articles whose production depends on the seasons, so small a falling off in the quantity produced having so great an effect on price. But if sugar has been produced for several years at a constantly falling price, the effect of a rise which comes about from a small deficiency in the supply to meet a constantly rising demand must clearly be to stimulate production still more. Such a reduction of the level of price is also what we should anticipate from the greater development of the trade and the improvements in it which we owe to the total abolition of duties. So far as England is concerned, sugar is now left to be produced and refined where it is most natural to produce and refine it, without any encouragement by a scale of duties and bounties difficult of adjustment, to the production and refining on one side or the other of a Customs frontier. And although France and other countries still interfere with the national course of trade, yet the English share of the trade is so important that the disturbance caused by the misconduct of the French and other Governments may prove insufficient to wholly check or thwart the vigorous natural growth which is now possible in England. The English consumer has already every reason to be satisfied with the great reductions, and finally the total abolition, of the sugar duties, and in the end we are convinced the benefits to producers, shipowners, merchants, and manufacturers will correspond.—*Economist.*

THE SHAH.

A correspondent of the *Pall Mall Gazette* at Teheran writes, under date October 16th:—"Up to the present it remains settled that the Shah is to go to Europe for the Exhibition in the Spring of 1878. He will be strictly incognito; the title of Duke of Tabriz, recommended by the *Pall Mall Gazette* some months ago, has not been favourably received. The title by which His Majesty will be known in Europe is said to be 'Beiglerbeigi Iran'—that is, 'the Lord of Lords of Persia.' It is also rumoured that His Majesty is studying French and English that he may be able to converse with Europeans without the aid of an interpreter. His Majesty is determined to make his next voyage to Europe more profitable to himself and his country than his previous voyage was. The Shah seems to have taken the construction of the first railway in Persia into his own hands, and to intend constructing at his own cost a small line six miles in length, joining the capital with Shah Abdul Azim, a place of pilgrimage south of Teheran. Several companies had some years ago been formed for the construction of this railway, and French, German, and English engineers had many a time been seen working with strange looking instruments, levels, theodolites, &c. It is probably for this reason that not much notice was taken of some Europeans who a few days ago did some levelling out there. The final result of the railway scheme is not yet known. The Shah has in his palace a few rooms in which he has collected a few antique articles and some modern objects of art, and has thus instituted a museum. Advertisements in the *Gazette* have several times asked for curious and antique articles, to be taken to the keeper of the museum, who will buy them at the price they are worth for His Majesty. Yahya Khan Mustemed ul Mulk, brother of the Sipah Salar, has been replaced in his governorship of Fars by Prince Ferhad Mirza Mustemed u'l Dowleh. The first act of the latter on arrival at Shiraz was to give the aged Mushir ul Mulk and his head men the stick, and demand £50,000 from him. The Mushir ul Mulk has been the Minister of Fars for many years, and all the revenues passed through his hands; and so he can easily pay the £50,000. He is over 80 years of age; but Persian sticks do not respect age. He was beaten till he paid over £40,000 at once, promising to pay the remainder in a short time."

DEAD AND LIVING LANGUAGES.

The Archbishop of York in delivering the prizes to the successful students in the Cambridge and Oxford examinations at the Free Trade Hall, Manchester, said that, assembled as they were in connexion with the Oxford and Cambridge Local Examinations, the subject which naturally occurred to one's mind was this—What was the higher education of the country to consist of in future, and how was higher education to bear upon a place like Manchester? As regarded the higher education of the country, as represented by the Universities and public schools, he thought they might fairly say that nothing in the whole country had been changed so little in the course of time, and this was the more remarkable because the people for whom this education was destined had undergone enormous changes. We were connected now with every quarter of the globe, and with nearly every tongue that was spoken on the face of the earth. Yet to a great extent the old education of Latin and Greek, seasoned with a little, a very little, of the sauce of mathematics, made the staple of our public school education. He stood before them as one of a body called the Public School Commissioners who had for some years been doing their best to re-adjust the government of the public schools. It was very remarkable to watch how any attempt to introduce physical science or to insist upon a proper adjustment of proportions of the various elements of study was resisted manfully and stoutly as a thing ruinous and not to be borne by those great institutions. He was afraid he must confess that tradition was likely to be too strong for them—that Latin and Greek would still be the staple of education. The danger in a place like Manchester was the danger of what was called "useful knowledge," which very often meant knowledge acquired for the sake of the lowest uses. Knowledge of that kind, instead of tending upwards, would always be narrowing itself. Knowledge was not to be sought for merely because it was useful to us for our present needs. We wanted the knowledge of what was true and beautiful because it was beautiful and true. When Latin and Greek became the staple of all higher education throughout the world the Latin had the effect of making the whole educated community throughout Europe one single nation. It was the language of the cultivated throughout Europe. But that could not now be said of any language whatsoever. The language most likely to become the universal language of the world was the English, owing to the colonizing propensities of England and her daughter America. But they were told their Latin and Greek included such splendid models of form and taste that it was next to impossible that a man's taste should be properly cultivated without access to them. He did not deny for a moment that there were high models for our taste and masterpieces of beautiful form. He should be very sorry for his own part to give up the knowledge he enjoyed of those languages. But it was a great mistake to suppose that all the Greek writers wrote beautifully, or that every work composed in Latin about the Augustan era was a model for contemplation and imitation. Some of the most important works in ancient literature would do very little to cultivate our style. This remark applied even to Aristotle, perhaps the greatest genius who ever lived. The question was not whether it was good to know Latin and Greek, which everybody admitted, but whether our knowledge ought not to be extended. Within a single century the literature of Germany had grown to enormous proportions. It included models which were worthy of study, by which the taste might be refined, the style improved, and knowledge increased. The same was true of the literature of another country nearer to us. Those who could not study Greek and Latin, through being engaged in other pursuits, should not sit down in despair as if there were no cultivation outside the pale of Latin or Greek. Let them ask themselves for a few moments what it was they hoped to obtain by studying a dead language, and see whether there might not be in the living languages something to compensate for the want of classical cultivation. It was said that the anatomy of the language itself was an instructive and improving progress. Was this not true with regard to the languages of Germany, France, and England? An eminent friend of his had gone so far as to say that the careful comparison of three different languages for one hour in the week would be as good as ten hours spent in learning Latin or Greek in the ordinary way.

INSULAR INSOLENCE.

This is Frith's "Railway Station" (now on its way home from the Philadelphia Exhibition) from the American point of view:—"The positive offence of the picture is its insular snobbishness, the avowed declaration that all Englishmen are brave, noble, handsome, or manly, and all Englishwomen beautiful and amiable; while if all foreigners are not knaves, cheaters of cabmen, or forgers—at least, all knaves are foreigners. ... The tipstaves, the navvies, the cabmen, and the guards are all ideal dukes and lords in disguise." This is far more ingenious than Ruskin; and yet it has been thrown off, apparently at a moment's notice, by a critic of the *New York Tribune*.—*World.*

AMERICAN v. ENGLISH CUTLERY.

The *Alta California* says:—The anxiety in Sheffield about their trade with America is founded upon very good reasons. It appears that during the three months ending with September 3rd, their exports to this country fell off over $250,000 compared with the corresponding period of 1875, the decline having been from about $915,000 to about $665,000. The previous quarter this year exhibited a decline of almost precisely the same amount, $250,000, and this sort of thing has been going on steadily for four years past. The decline is in three of the chief branches of Sheffield industry—steel, cutlery, and files. In the tool trade, heretofore showing an equal decline, the exports this year show a slight increase.

FOREIGN MISSIONS.

Mr. W. A. Scott Robertson writes to *The Times*:—"Having just completed my annual 'Summary of British Contributions to Foreign Missions,' I have much pleasure in appending, for your readers' information, a concise statement of the result. The British Isles in 1875 contributed £1,048,408 in aid of foreign mission work. Considerably more than half of this sum was contributed by members of the Church of England, who intrusted about £100,000 to the joint societies of Churchmen and Nonconformists, in addition to £413,183 given through 19 societies of the Church of England. When we compare the British contributions with the receipts of the Roman Propaganda we see that the results are strongly in favour of our multiplicity of societies, and decidedly against centralisation. In 1875 the Roman Propaganda gathered from every diocese in Christendom no more than £231,898. Yet this was the largest sum received by that society in any year since 1858. The British Isles alone contributed four times as much to our 69 English societies. The following is a summary of British contributions towards foreign mission work in 1875:—19 Church of England societies, £413,183; 12 joint societies of Churchmen and Nonconformists, £163,362; 17 societies of English Nonconformists, £322,214; 19 Presbyterian Societies in Scotland and Ireland, £143,461; two agencies of Roman Catholics in the British Isles, £6,188; total in 1875, £1,048,408. This total does not include any income from investments, nor balances in hand at the commencement of the year, nor any foreign receipts."

A BROAD CHURCH.

Dean Stanley preaching at 99th anniversary of the rebuilding of Battersea parish church, said that the Church of England had one distinctive character, which might be described as national. The Church of England was what it was by the goodness of Almighty God and of his servant Queen Elizabeth. The Queen had many faults. But still that which was most peculiar to herself was that which in the Church of England had been most enduring and most beneficial. It was to her determination and her forbearance that we owed, humanly speaking, the moderation and forbearance which made the Church of England a wide National Church. Had Edward VI. lived, the Church of England would no doubt have sunk into a sect with all its narrowness; and had Queen Mary lived we should have been under the bondage of the errors and have fallen once more under the yoke of Rome and Spain. In the reign of Elizabeth the Church of England was set free, not to speak the doctrine of this or that divine, but to propagate and encourage all the influences of our national Christianity. The "Elizabethan tradition," as it had been called in bitter scorn by a great genius, was the tradition of those three names—Hooker, the greatest of our divines; Shakespeare, the greatest of our poets; and Bacon, the first of our philosophers. The Church of England, it was true, was a compromise after the fashion of the Apostolic Church. He was not a true supporter nor a true son of the Church who, on whatever side or on whatever pretext, tried to make it less national, less free, or less comprehensive than it had been handed down to us.

BURMESE ORDNANCE PRACTICE.

The King of Burmah has mounted 24 guns on his mud parapets. These are real guns, so that the 200 or 300 wooden "dummies" need not be referred to. One of the *bona fide* cannon is a Krupp, of which His Majesty of the Golden Foot is naturally proud. He has lately amused himself by throwing shot from this gun into the Irrawaddy River. A few of these shot have been well directed, and afforded the Lord of the Seven Umbrellas considerable amusement. One struck a rice-laden dhow, which filled and sank, drowning the captain. The King was in raptures, for it appears he pointed the gun. After a little shells were tried at long ranges. The target now was the village on the opposite bank of the Irrawaddy. All Mandalay turned out to watch the result. After one or two ineffectual shots, the village was espied to be in flames. The inhabitants "ran about like mad," in such a comical manner that the King again had a hearty laugh. Then the crowd on the Mandalay side of the beach tempted His gracious Majesty, who suddenly gave the sight-seers a dose of grape and canister. The crowd instantaneously dispersed, leaving some 20 men, women, and children behind. His Majesty was highly amused. The Krupp gun fully answers his expectations. The next criminal is to be blown from its mouth. He has heard that the English have adopted that mode of summary execution. He must test it for himself, which he will as soon as possible. But, hitherto, shot, shell, and grapeshot have proved tolerably successful; and His Majesty feels quite equal to the exigencies of a European war.—*Echo.*

THE TRANSVAAL WAR.

The Capetown correspondent of *The Times* writes under date October 24th:—"The latest war news from the Transvaal is contained in the following report from Captain Riedel, in command of the fort erected to control the movements of Secocoeni's Caffres:—'Burgersfort, September 30th.—This morning, at ten minutes to 9, a large Commando of Caffres came down from the hills south of the fort and made a raid on our cattle and horses. I sent Lieutenants Knapp and Kirkman, with 27 men, to stop the cattle. They were scarcely ten minutes gone when another Commando of a couple of hundred Caffres made an attack on the north side of the fort. Got the gun into position, and, firing continually, kept the Caffres at a range at from 1,500 to 2,000 yards away from the fort. In the meantime we had managed to get the horses back, and I ordered about eight Boers to mount, but they tremblingly refused—none would leave the fort. Half an hour afterwards six volunteers came back. Got them mounted and started after the cattle. A few minutes afterwards Lieutenant Kirkman came back with about ten men, got mounted and went in pursuit. During the whole time troops of Caffres surrounded the fort, numbering about 2,000. If we had not had our cannon it would certainly have been a disastrous affair. Lieutenant Knapp and volunteers Robus and Richneissen venturing too hotly in pursuit of the Caffres, found themselves suddenly alone and face to face with a strong body of Caffres. Robus got shot through his lungs, Knapp disappeared and has never been heard of, Richneissen escaped and brought the news back. Six then left to search after Knapp. Kirkman went on with sixteen men and found the neck south of the fort occupied with 1,500 Caffres, and had consequently to return with his sixteen men. Got all the horses and eight oxen back, 46 oxen gone. At half-past 10 the different parties came back. At 11 a.m. I sent another patrol to search for Knapp. Returned without result, only having seen the place where a scuffle had taken place; found his cartridge bag and a letter belonging to him, leaving no doubt in my opinion that he has been taken alive. All the Europeans behaved bravely, only the Boers not. If the Boers would have obeyed me, we should not have lost one man or beast.' The Volksraad of the Transvaal broke up without considering the motion for Confederation or inviting the intervention of the British High Commissioner. Preparations are being made for the Presidential election, which will be held early next year. It is expected that Mr. Burgers will be strongly opposed, the Political Association at Pretoria having declared against his re-election. But no one has yet been named who is likely to fill his place."

A ROMAN SUPERSTITION.

The Roman populace believe that when a cardinal dies other three cardinals immediately fall ill, and soon follow him to the grave. This superstition, which is of very old standing, was curiously verified, remarks the *Lancet*, on the 5th inst., the day on which Cardinal Antonelli succumbed to his painful malady. Almost simultaneously Monsignor Petrizi, the Cardinal Vicar, and Cardinals Capalti and Bizzarri had each a paralytic seizure, and their lives are still despaired of. Such a coincidence will go far to keep up a superstition which, like most beliefs of the kind, is explicable on quite natural grounds. As a rule, cardinals are well stricken in years, and this rule has rather been the prevalent one of late, as the balance of parties in the Roman Curia is so close that it considered politic to replace its members at short intervals, and accordingly to elect them at an age and in a condition of body not compatible with longevity or the power of giving trouble.

DEATH OF THE PORTUGUESE MINISTER TO ENGLAND.

Field Marshal the Duc de Saldanha, the Portuguese Minister to England, has died from congestion of the brain. The Duke was born in 1790, and was therefore about 86 years of age. He had taken an active part in public affairs in Portugal during the last 50 years. He was Minister for Foreign Affairs under King John VI., and took a prominent part in opposing the usurpation of Don Miguel. After the failure of that opposition he retired to England, where he remained until 1834, when he returned to Portugal, and became one of the chief counsellors of Don Pedro in his war against Don Miguel, in which he acted as general and chief of the staff, and signed with Don Pedro the decisive capitulation of Evora. The duke later became Minister of War and President of the Council, but after his retirement from office he, in 1836, was concerned in an unsuccessful reactionary movement, and was again exiled to England, where he remained until 1846, when another revolution brought him back to power. From this he was dispossessed in 1849 by the second dictatorship of Costa Cabral, whom the duke in turn overthrew in 1851, and remained in office during the minority of Don Pedro V., until 1856. In May, 1870, he headed a military outbreak, which resulted in a new Ministry being formed under his presidency. He retained office until February, 1871, and has for some years represented his country at the British Court.

CROSSING THE LINE.

Mr. Walter A. Parker, Birmingham, writes to the *Daily News*:—"In the hope that the publishing of the following extract from a private letter may save others from the indignity and cruelty of a similar proceeding, I beg to ask your insertion of it. The writer of it is a young man of high spirit and very sensitive temperament, and must, I know, have suffered torture. He sailed from London in the *Norval*, Capt. Young, chartered by Shaw, Saville, & Co., on 2nd May last:—'Wednesday, 24th May.—We crossed the line about mid-day. The operation called 'shaving' was performed on a number of the passengers, to our intense disgust. A number of the sailors dressed themselves in ridiculous garbs, and painted their faces. One of the gang was called 'Neptune.' Several of them acted as constables, went round the ship, and very roughly and unceremoniously collared any passenger who either could not or would not on principle find the sailors drink money. They were carried bodily (if they would not go quietly) into the engine house and bullied; if they still refused to pay, they were hauled out, placed on the top of the engine house, bedaubed with some black, filthy liquid of a disgusting character, scraped viciously with a piece of tin, and then thrown headlong into a pool of water pumped into a large sail for the purpose. The fee demanded to save us from this barbarous treatment was, for a first-class passenger, 7s. 6d.; second-class, 5s.; third-class, 2s. 6d. Much to my surprise the captain sanctioned these proceedings. One man was badly hurt in his back through being thrown on to a stool in the ducking process, and a poor sailor lad was severely bruised in the same way.'"

PREPARATIONS FOR THE DEATH OF THE POPE.

COLOGNE, November 13th.

This evening's *Cologne Gazette* publishes a report, which it announces has been presented to the King of Italy, signed by the Ministers Depretis, Mancini, Nicotera, and Mezzacapo, respecting the steps to be taken by the Italian Government in the contingency of the demise of Pope Pius IX., and after that event. The proposals made by the Ministers are as follows:—To immediately occupy by a military force the neighbourhood of the Vatican. On the death of His Holiness, the Prefect of Rome will at once request the Camelengo, the Majordomo, the Maestro Della Camera, two Papal physicians and the Papal secretaries to be present at the viewing of the body, and the other necessary formalities. In the event of refusal, the Prefect will forcibly enter the Vatican accompanied by the Questor, physicians, two notaries, and four witnesses; and after viewing the body will take possession of the fisher's ring, and will send it together with a formal record of the proceedings to the Cardinal-Deacon. Seals will be attached to all the furniture in the apartments of the Pope, and will remain until the body shall have been removed. The necessary measures for maintaining order within the Vatican will be taken by the Questor. An accurate list of all persons in the Vatican as well as a complete inventory of all the objects found in it, will be made. After the expiration of twenty four hours, the body will be at the disposal of the clergy of the Vatican Basilica, in order that they may make the funeral arrangement.

MR. GRANT DUFF'S DREAM.

Mr. Grant Duff, M.P., recently addressed a public meeting at Inverurie, near Aberdeen, on the Eastern Question. While reflecting on the proposal of Mr. Gladstone, he had asked if there was no possible combination by which, while the legitimate aspirations of Russia might be satisfied, Greece, Italy, France, and the West could be left unalarmed. He held that there was, and he had in his "Dream" shadowed forth such a combination, only it had to be distinctly understood that it was purely conditional, and if the Turkish rule was to be swept out of Europe. At some length he went on to show that this Empire, with the Duke and Duchess of Edinburgh at its head, would be more convenient to most of the Powers of Europe than anything else; and he then went on to detail how the scheme could be worked. He believed that he could at a month's notice lay his hand upon thirty Anglo-Indians, who if they were once established in European Turkey with a very moderate force behind them would in ten years give that country a new start, and would, before the end of the century, turn it into a garden—no more violent change being required than sweeping away all Turkish administration, including of course, the great fortresses. It might be said he wanted to create another India; but he did not. He only wanted these people to start the country on its new road. He should be horrified at the idea of an English province on the continent of Europe, but people must be found to train native administration. In conclusion, he said that nothing that the art of man can do will cause European Turkey to become rapidly prosperous unless you can bring skilled and honest administration from without.

"The enthusiastic spirit," says General McMurdo, "constitutes what is considered by soldiers as the *morale* of an army. That it is that causes every born Briton to be formidable to his foe. The regular soldiery by it become invincible, and a militia-man soon reaches the standard of a regular soldier through it. And as for the volunteers I have pinned my faith upon that very thing for the last fifteen years." We (*Volunteer Service Gazette*) are glad that we have the weight of General M'Murdo's authority to support us in the view which we have often tried to impress upon our countrymen—viz., that the force of the patriotic enthusiasm which would be aroused in this country by any serious threat of invasion, is far mightier than some of us are apt, in cold blood, to take it to be. It is the belief in this force which induced such men as General M'Murdo to pin, as he says, their faith upon the volunteers. It is this great latent force which alone can make the training of the last seventeen years of any real value. Without such training, indeed, the enthusiastic spirit would be as unavailable as that of the unfortunate French nation proved to be. But given the training and given the undoubted spirit of obstinate courage which distinguishes Englishmen, the indignant enthusiasm with which the nation would rush to arms on an emergency would, we believe with the general, render our troops, regular or auxiliary, quite invincible, and would vindicate the wisdom of those who, *faute de mieux*, have assisted in maintaining the volunteer organisation through all these years of peace.

NAUTICAL ITEMS.

A new form of steam-pump, for service on shipboard, is being tried at Portsmouth. It can eject 300 tons of water per hour, and be easily duplicated, according to the number of the boilers. It is thought that had an arrangement of this kind been on board the *Vanguard* that ship might have been saved.

An incident, which is not a little significant of the efficiency of the British Navy at this moment is mentioned in a letter from Besika Bay. With a view to ascertain the time that would be occupied in bringing one of our ironclads into action, the Admiral directed a "turn out" in the middle of the night without any previous warning. The command was promptly obeyed, the whole ship being cleared for action and the first gun fired within seven minutes from the time the alarm was sounded.

Speaking at the annual meeting of the Portsmouth Sailors' Home, on the 16th November, Admiral Elliot, commander-in-chief, said if England was brought into antagonism with any foreign nation to-morrow—and it appeared not impossible that such might be the case—he was perfectly convinced that the superiority of our seamen and officers over those of other nations would be proved to be as great as ever it was in days of yore. He believed the men had a thorough knowledge of the weapons they had to use, and that their moral elevation would give them increased courage in the day of trial.

Admiral the Hon. Sir James R. Drummond, K.C.B., has issued a memorandum to the Fleet under his command, in which the attention of officers is called to the necessity of making themselves thoroughly conversant with the signals used in evolutions under steam. Possibly the gallant Admiral's intention of being in every way prepared for eventualities may have had something to do with the issue of this order, but the *Raleigh-Monarch* collision afforded a direct proof that a little better acquaintance with the Signal Book would not have been amiss on that occasion.—*Army and Navy Gazette.*

Captain Sir John Edmund Commerell, K.C.B., V.C., and naval aide-de-camp to the Queen, has been gazetted to be rear-admiral in Her Majesty's fleet. He entered the navy in 1842, and was promoted to lieutenant in 1848. In February, 1854, he joined the *Vulture* in the Baltic, and in February, 1855, took command of the *Weser*. From November, 1868, to October, 1870, he commanded the *Monarch*, turret-ship, and from February, 1871, to October, 1873, was commodore at the Cape of Good Hope and West Coast of Africa. He received four wounds preparatory to the destruction of the town of Chamah, in the River Prah, and returned to England in command of the *Rattlesnake* in 1874.

The death is recorded of Commander William Muriel, R.N., in his eighty-third year. He entered the navy in 1805 on board the *Hero*, 74, Captain the Hon. Alan Hyde Gardner, and in November of that year fought in Sir Richard Strachan's action with the four line-of-battle ships escaped from Trafalgar. On March 13th, 1806, he witnessed the capture of the *Marengo*, 80, and *Belle Poule*, 40, and after further serving in the Channel, in the Baltic, and in the Adriatic, he was promoted to lieutenant in 1812. He subsequently took part in the siege of Trieste, in the attack upon Leghorn, and in the capture of Genoa, and also escorted the Duke and Duchess of Clarence from Dunkerque to England.

The bankers, merchants, and agents of steamship companies in Galle, have petitioned the Governor and Legislative Council of Ceylon, praying for the improvement of Galle harbour. The petitioners complain that the money annually voted for blasting and removing the rocks in the inner harbour had not been spent, and they ask that a lighthouse in a more prominent position, with a first class revolving light, should be substituted for the existing one with a light produced by ordinary cocoa-nut oil lamps with weak reflectors. Further, they ask that the pilot service should be improved, and buoys and beacons placed on the Gindurah and other outside rocks which have been lately so fatal to steamers and sailing vessels. They urge that a commission of professional men should be appointed to examine and report upon the whole subject.

It is now understood at Portsmouth that the *Thunderer*, Capt. Wilson, will relieve the *Devastation*, Capt. Richards, on the Mediterranean station, in order that the latter ship may have several improvements introduced into her, and be made more powerful for offensive purposes. Messrs. Humphrys and Tennant have almost completed the work of repairing the damage caused in the stokehole by the late explosion, and will have entirely done so by the 9th proximo. The shell of the new boiler has been entirely built up, the furnaces have also been finished, and considerable progress has been made with the staying, which is much stronger than before. Little more than the tubing now remains to be done. Mr. Fletcher's suggestion with respect to the fitting of a sentinel-valve to each boiler has been carried out on board by the factory, but in a manner that appears to be whimsically and studiously wrongheaded. It was stated at the inquest that the very object of these small valves was to enable the stokers to ascertain the pressure of steam at any moment, and that it was essential, therefore, that they should be as readily under command as the safety-valve of a locomotive. But the sentinel-valves in the *Thunderer* are not directly attached to the boiler, but to the safety-valves themselves, and can only be reached either by means of a ladder or a spade. This, we submit, is not exactly what the assessor meant.

The *South Pacific Times* gives the following account of the burning of the American ship *United States*, bound from Liverpool for San Francisco with 1,700 tons of coal, and which was abandoned burning off Cape Horn. Captain Lunt reports that his cargo was suddenly found to be on fire on the 17th of September, and that all precautions were taken to prevent the fire spreading. The ventilators were closed, the hatches caulked, and all customary steps were adopted, but on the 18th the after-hatch blew up. The force-pump was then rigged and set to work and the men laboured throughout the night pouring water down the mizzen hatch to prevent the flames bursting out. The English ship *Yanworth* fortunately hove in sight about this time, and Captain Lunt found himself reluctantly compelled to abandon the vessel. She was at this time off Cape Horn, the Cape bearing N.W. 36 miles. When they left the ship the cargo was on fire between the main and mizzen hatches, the stanchions, beams, etc., appeared to be all burning, smoke was coming out from the bilge pumps, the caps of which were so hot as to burn those who touched them, whilst the water above the boxes of the main pump was boiling hot. The *United States* was a Boston-built ship, nine years old, and owned by Charles Lunt and others. Both vessel and cargo are a total loss.

The following particulars about the screw-steamship *Genoa*, the loss of which vessel in the Bay of Biscay has already been announced, are given by *The Times*. She was valued at about £52,000, and carried a cargo of maize worth some £20,000 more. The telegram stated that the Italian brig *Zio* had brought into Gibraltar a part of the crew of the *Genoa*, and that the captain of the *Genoa*, with the first and third officers, boatswain, and one fireman had been drowned. The articles of agreement between the owners and crew of the steamer show that in the first instance the crew numbered 33 persons. Of these, two were recorded at Cardiff as "not joined," one as "deserted"; the steward as "discharged;" and the engineer's steward as "promoted to steward." A vacant place is left for the name of the third officer, who does not appear to have been appointed before the steamer started on her voyage. It is therefore impossible from the telegram, and the articles taken together, to give the names of the third officer and of the fireman who have lost their lives. It appears that of the original crew eight, and of those who proceeded to sea, seven were foreigners, or, at least, not natives of Great Britain. The *Genoa* was a handsome iron screw steamer of 180 nominal horse power, 1,878 tons gross, 1,216 tons net, 299ft. long, and 34ft. wide. She was launched in August, 1875, at Newcastle-on-Tyne, where she had been built by Messrs. Mitchell & Co. Her owners are Messrs. Nelson, Donkin, and Co., of Newcastle-on-Tyne, and, according to the ship's articles of agreement, the managing owner is Mr. R. S. Duncan, of Newcastle. She was surveyed in November, 1875, and classed 100 A 1 at Lloyd's. Insurances upon her were effected in the Northern Insurance Clubs. She left England on the outward voyage on the 12th of September for Port Said; from Port Said she proceeded to Odessa, and commenced the return voyage with £20,000 worth of maize for orders; she reached Malta on the 30th, and sailed again the same day for Cork. In the stormy weather which she must have subsequently experienced her cargo probably shifted, although built for the grain trade, and, therefore, no doubt, provided with dry shifting boards, thoroughly well stanchioned to prevent them from working out of their places, and four bulkheads (which she is known to have had); the ship, it is believed, acquired a strong list to port or starboard, and was thus thrown off her balance and probably capsized. Her official number is 73,582.

DEATH OF AN ANCIENT MAORI.

A celebrated Maori chief named Nikorima, an old native of Matakaba, has died, near Opunake. The *Patea Mail* says this man, from circumstances stated by natives, cannot have been less than 100 or 120 years of age. His own statement is that he remembered the last visit of Captain Cook, and at that time his beard was beginning to grow on his face, and he killed the first two of his tribe's enemies. Though not a chief by birth, he gained renown as a warrior of such importance that the enemies of his tribe in war-time generally told off from twenty to thirty men whose duty it was to look out for and kill Nikorima. His great age is spoken of by other old natives on the coast, who, when children, remembered Nikorima a middle-aged warrior. Natives have been assembling from all parts to tangi over this old warrior, whom they look upon as an ancestor.

Dr. Janssen is devising an automatic photographic revolver, which will take a photograph every hour from sunrise to sunset all the year round. Only those taken when the sky is free from clouds will be useful for recording sun-spots, but the rest will be used for meteorological purposes.—*London Medical Record.*

The first concrete block at the Breakwater Root, the commencement of actual work in the construction of what is to form the harbour works of Colombo, has (says the *Ceylon Times*) been lowered into its place. It is just twelve months now since the Prince of Wales laid the foundation stone of the Breakwater works, the then ceremony consisting in laying the first of the series of concrete blocks that has since formed the sea-wall of the approaches.

COMMERCIAL INTELLIGENCE.

OPIUM.

WEDNESDAY, 10th January.

Of Patna sales reported to-day at $585, and of Benares at $555.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 4/2¼
Bank Bills, at 30 days' sight 4/3
Bank Bills, at 6 months' sight 4/3½
Credits, at 6 months' sight 4/4
Documentary Bills, at 6 months' sight 4/4¼
ON BOMBAY.—Bank, sight 231
ON CALCUTTA.—Bank, sight 231
ON SHANGHAI.—
Bank, sight 75
Private, 30 days' sight 76

SHARES.

Hongkong and Shanghai Bank Shares—28 per cent. premium.
Union Insurance Society of Canton—$610 per share.
China Traders' Insurance Company's Shares—$1,700 per share.
Chinese Insurance Company—$200 per share.
Hongkong Fire Insurance Company's Shares—$575 per share.
China Fire Insurance Company's Shares—$175 per share.
Hongkong and Whampoa Dock Company's Shares—45 per cent. discount.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—10 per cent. discount.
Shanghai Steam Navigation Company—Tls. 95 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$50 per share.
Chinese Imperial Loan—£99. Ex. 4s. 1½d.

SALES ON JANUARY 10TH, AS REPORTED BY CHINESE.

Gum Olibanum—10 cases, at $3.50, by Kwong Wing Shing to travelling trader.

Mushrooms—10 cases, at $53.00, by Mow Wo Cheung to travelling trader.

Dried Lily Flowers—10 bags, at $11.00, by Chun Chong to travelling trader.

Vermicelli—30 bags, at $8.70, by Chun Chong to travelling trader.

Potato Flour—100 bags, at $2.43, by Kwai Mow to travelling trader.

Black Dates—100 bags, at $3.50, by Tai Foong Shun to travelling trader.

China Root—(cutting) 5 packages, at $23.00, by Hop Hing to travelling trader.

Cuttlefish—10 tubs, at $10.20, Ying Chong to travelling trader.

Lotus Nuts—10 tubs, at $17.80, by Chun Chong to travelling trader.

Old Copper Nails—70 piculs, at $16.60, by Kwong Wing Shing to local trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

January 10th.

Barometer—9 A.M. 30.387
Barometer—1 P.M. 30.338
Barometer—4 P.M. 30.284
Thermometer—9 A.M. 61
Thermometer—1 P.M. 65
Thermometer—4 P.M. (Wet bulb) 61
Thermometer—9 A.M. (Wet bulb) 58½
Thermometer—1 P.M. (Wet bulb) .... [illegible]
Thermometer—4 P.M. 59
Thermometer—Maximum 62½
Thermometer—Minimum (over night) 59

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

January 10th.

BAROMETER, THERMOMETER, &c.	Hongkong: Previous day at 4 P.M.	Hongkong: On date at 10 A.M.	Amoy: Previous day at 4 P.M.	Amoy: On date at 10 A.M.	Shanghai: Previous day at 4 P.M.	Shanghai: On date at 10 A.M.	Nagasaki: Previous day at 4 P.M.	Nagasaki: On date at 10 A.M.
Barometer	30.28	30.35	30.28	30.30	30.64	30.62	30.38	30.49
Ther'ster attached	61.0	59.5	62	56	55.0	55.0	46.2	45.1
Direction of Wind	E	E	NE	NE	NE	E	NE	E
Force	2	3	1	1	3	—	3	2
Dry Thermometer	60.0	56.0	—	—	46.0	51.0	50.7	33.4
Wet Thermometer	56.0	56.0	—	—	41.0	44.0	43.5	33.4
Weather	b.m.	b.c.	b.	b.	m.b.	m.b.	b.c.	bcm.
Hours' Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND, is registered every two points, N., N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches tens, and hundreds.

FOR SALE.

A VERTICAL BOILER, with ENGINE attached, 5 Horse-Power, Fitted with Governor, and complete in all its parts.
Apply to
A. MILLAR & Co.
1708 Hongkong, 28th October, 1876.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, "WEISSLACK,"
$19........per case of 2 dozen pints.
$18........per case of 1 dozen quarts.
CHATEAU LEOVILLE POYFERRE, 1869, "VIN DES PRINCES."
$18........per case of 4 dozen quarts.
PALMER MARGAUX.
$8........per case of 1 dozen quarts.
CHATEAU BELAIR.
$7........per case of 1 dozen quarts.
LORMONT.
$5........per case of 1 dozen quarts.
$6........per case of 2 dozen pints.
SIEMSSEN & Co.
592 Hongkong, 1st May, 1876.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA,
F. PHIL,
Hongkong, Shanghai, Colagne (Germany.)

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1875. Price Ten Dollars.
Apply at the *Daily Press* Office.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, *via* SUEZ CANAL	Altona (str.)	Möller	Hongkong	Jardine, Matheson & Co.	On or about 18th inst.
Do. Do.	Diomed (str.)			Butterfield & Swire	On or about 22nd inst.
Do.	Cuba	Stabell	Hongkong	Meyer & Co.	Quick despatch.
Do.	Hants County		Hongkong	Meyer & Co.	Quick despatch.
Do.	England's Glory	Knight	Hongkong	Meyer & Co.	Quick despatch.
Do.	Vanadis	Wiklund	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HAMBURG	Fano	Norby	Whampoa	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Madame Demorest		Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Cutwater	Creelman	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Unanima	Cain	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO *via* Y'HAMA	City of Tokio (str.)		Hongkong	P. M. S. S. Co.	On 15th inst., at 3 P.M.
Do. Do.	Gaelic (str.)			O. & O. S. Co.	On 1st prox., at 3 P.M.
Do.	Tokatea	G. Harrison	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAIGON, SINGAPORE, &c.	Sindh (str.)	Rapatel	Hongkong	Messageries Maritimes	To-day, at noon.
COOKTOWN AND SYDNEY	Singapore (str.)		Hongkong	Gibb, Livingston & Co.	On 15th inst., at noon.
SINGAPORE, BOMBAY, &c.	Geelong (str.)	Fraser		P. & O. S. N. Co.	On 18th inst., at noon.
COOKTOWN, BRISBANE, &c.	Somerset (str.)			Gibb, Livingston & Co.	On or about 4th prox.
MANILA	San Lorenzo	Pico	Hongkong	Remedios & Co.	Quick despatch.
YOKOHAMA	Tibre (str.)	De Girard	Hongkong	Messageries Maritimes	Quick despatch.
Do.	Sunda (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Menelaus (str.)			Butterfield & Swire	On or about 10th inst.
Do.	Ava (str.)	Hernandez		Messageries Maritimes	Quick despatch.
Do.	Lombardy (str.)			P. & O. S. N. Co.	Quick despatch.
SWATOW, AMOY, TAMSUI, &c.	Hailoong (str.)	Abbott	Hongkong	Douglas Lapraik & Co.	On 13th inst., at noon.

For Sale.

SAYLE & CO.,
VICTORIA EXCHANGE,
HONGKONG.

FURTHER ARRIVALS OF WINTER GOODS PER FRENCH AND ENGLISH MAIL STEAMERS.

The LARGEST, BEST, and CHEAPEST STOCK.

RICH BLACK and COLOURED GLACE and GROSGRAIN SILKS, from the BEST FRENCH MAKERS.

A LOT OF FANCY SILKS, at about Half Price.

BLACK, WHITE, and COLOURED SATINS.

JAPANESE SILKS, Better and Cheaper than ever.

FANCY DRESS MATERIALS, Every NEW FABRIC is represented in our Immense Stock, Price from 25 Cents to $1.50 per Yard.

FRENCH MERINOS, SCOTCH PLAIDS, WOOL SERGES.

LADIES' READY-MADE COSTUMES.

ELEGANT and CHEAP BALL DRESSES, OPERA CLOAKS.

BLACK and COLOURED SILK VELVETS and VELVETEENS.

The NEWEST SHAPES in SILK, VELVET, and CLOTH JACKETS.

CHILDREN'S CLOTH JACKETS.

BOYS' SERGE and CLOTH SUITS.

WOOL SHAWLS, MOUNTAIN WRAPS, and WOOL SKIRTS.

LADIES' TRIMMED FELT and STRAW HATS and BONNETS, NEWEST STYLES, direct from Paris.

LADIES' and CHILDREN'S UNTRIMMED FELT and STRAW HATS.

RIBBONS,
LACES,
FEATHERS,
FLOWERS.

LADIES' LINEN and LACE COLLARS and CUFFS.

SWANSDOWN and FUR TRIMMINGS.

SWANSDOWN MUFFS, COLLARS, and PELERINES.

INFANT'S ROBES, CLOAKS, and PELISSES, HOODS, HATS, and BONNETS.

LADIES' and CHILDREN'S UNDERCLOTHING, CORSETS, MORNING WRAPPERS, and DRESSING GOWNS.

LADIES' and GENTLEMEN'S WHITE and COLOURED KID GLOVES.

LADIES' and CHILDREN'S BOOTS AND SHOES.

DRESSMAKING and MILLINERY, by Competent Hands.

AGENTS for the LITTLE WANZER SEWING MACHINE.

SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy / Navy Boiled / Long Flax / Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 13,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
Hongkong.

Insurances.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %.

Attention is invited to a considerable reduction in premia for Life Insurance in China.

Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.
1465 Hongkong, 27th September, 1875.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
tf 674 Hongkong, 27th March, 1876.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1848.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*
Hongkong, 1st July, 1867.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %.)

GILMAN & Co.,
Agents.
tf 1063 Hongkong, 7th July, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE AND ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT OF TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.
1 Hongkong, 1st January, 1874.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

ALTONA, German steamer, Muller.—Wm. Pustau & Co.
ANTIOCH, American bark, Merrill.—Order.
AUGUSTE, British 3-m. schooner, Thomsen.—Meyer & Co.
AUGUSTE, Ger. bark, Buck.—Siemssen & Co.
AUGUSTE, German brig, Rüs.—Russell & Co.
BOMBAY, British steamer, Smith.—P. & O. S. N. Co.
CALABAR, Brit. str., Hutchison.—Landstein & Co.
CEYLON, American bark, Kelly.—Captain.
CHINKIANG, Brit. str., Hogg.—Siemssen & Co.
COLOMBO, British brig, Heuer.—Order.
DANUBE, British steamer, Clancby.—Yuen Fat Hong.
DOROTHEA, German bark, Miller.—Carlowitz & Co.
EDWARD JAMES, American bark, O'Brien.—Rozario & Co.
ELLEN RICKMERS, German bark, Weydemann.—Melchers & Co.
ENGLAND'S GLORY, British ship, Knight.—Arnhold, Karberg & Co.
FONTENAYE, British ship, Taylor.—Arnhold, Karberg & Co.
FORTUNE, Siamese bark, Soderstrom.—Chinese.
GARIBALDI, American bark, Forbes.—Jardine, Matheson & Co.
HANSA, British bark, Dercken.—Wieler & Co.
HIERONYMUS, British brig, Koch.—Landstein & Co.
HUMBOLDT, German bark, Stoll.—Ed. Schellhass & Co.
J. H. LOVE, Danish bark, Hansen.—Arnhold, Karberg & Co.
JYLLAND, Danish Brig, Laub.—Ed. Schellhass & Co.
MARQUIS OF ARGYLE, British bark, McKeon.—Rozario & Co.
MOUNT WASHINGTON, American ship, Perkins.—Wm. Pustau & Co.
PALLAS, Ger. bark, Ballehr.—Siemssen & Co.
PRESTO, British bark, Laidman.—Arnhold, Karberg & Co.
SPIRIT OF THE AGE, British bark, Johnson.—Master.
SYRINGA, British 3-m. schooner, Partridge.—Hee Cheong Ching.
TELEGRAPH, Siam, bark, Berendsen.—Siemssen & Co.
TOKATEA, British bark, Harrison.—Vogel, Hagedorn & Co.
TULLOCHGORUM, British schooner, Massen.—Russell & Co.
UZZIAH, British schooner, Harnden.—Broadbent, Anthony & Co.
WM. PHILLIPS, American schooner, Healy.—Ed. Schellhass & Co.
UNANIMA, British Bark, Cain.—Meyer & Co.
VANADIS, Russian ship, Wiklund.—Messageries Maritimes.
YANGTSZE, British steamer, Schultze.—Siemssen & Co.

Vessels on the Berth.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.

THE Company's Steamship
"MENELAUS"
will be despatched on or about the 10th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
32 Hongkong, 3rd January, 1877.

FOR SWATOW, AMOY, TAMSUI, AND TAIWANFOO.

THE Steamship
"HAILOONG,"
Captain Abbott, will be despatched for the above Ports on SATURDAY, the 13th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
73 Hongkong, 10th January, 1877.

FOR COOKTOWN AND SYDNEY,
Taking through Cargo for MELBOURNE.

THE Eastern and Australian Mail Steam Company's Steamer
"SINGAPORE"
will be despatched as above on MONDAY, the 15th instant, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
58 Hongkong, 6th January, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship
"TIBRE,"
Commandant De Girard, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.
H. DU POUEY,
Agent.
60 Hongkong, 8th January, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship
"AVA"
Commandant Hernandez, will be despatched for SHANGHAI shortly after her arrival from Europe.
H. DU POUEY,
Agent.
61 Hongkong, 8th January, 1877.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship
"SUNDA"
will leave for the above place shortly after the arrival of the Steamship *Lombardy* with the next English Mail.
A. McIVER,
Superintendent.
62 Hongkong, 8th January, 1877.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"LOMBARDY"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
63 Hongkong, 8th January, 1877.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *via* SUEZ CANAL.

THE Company's Steamship
"DIOMED"
will be despatched on or about the 22nd inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
72 Hongkong, 9th January, 1877.

FOR LONDON, *via* SUEZ CANAL,
Calling at SINGAPORE and PENANG.

THE Steamship
"ALTONA,"
Captain Möller, will be despatched as above on or about the 18th instant.
For Freight, apply to
JARDINE, MATHESON & Co.
47 Hongkong, 5th January, 1877.

FOR LONDON.

THE A1 British Ship
"ENGLAND'S GLORY,"
Knight, Master, will load here and have quick despatch.
For Freight, apply to
MEYER & Co.
33 Hongkong, 3rd January, 1877.

FOR LONDON.

THE A1 British Bark
"HANTS COUNTY"
will load here and have immediate despatch.
For Freight, apply to
MEYER & Co.
5 Hongkong, 2nd January, 1877.

FOR LONDON.

THE A1 British Bark
"CUBA,"
Stabell, Master, having the greater portion of her Cargo engaged, will load Tea and General Cargo here and at Whampoa.
For Freight, apply to
MEYER & Co.
1906 Hongkong, 29th November, 1876.

FOR LONDON,
(If sufficient Inducement offers),

THE 3/3 L. 1 1 Russian Ship
"VANADIS,"
Wiklund, Master, will load here and have quick despatch as above.
For Freight, Sugar or Measurement, apply to
VOGEL, HAGEDORN & Co.
64 Hongkong, 8th January, 1877.

FOR SAN FRANCISCO.

THE A1 British Barque
"TOKATEA,"
G. Harrison, Master, will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1888 Hongkong, 27th November, 1876.

FOR NEW YORK.

THE A1 British Bark
"MADAME DEMOREST"
will load here and at Whampoa, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1825 Hongkong, 16th November, 1876.

FOR HAMBURG.

THE A1 Danish Bark
"FANO,"
Captain Norby, will load here and at Whampoa, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1930 Hongkong, 4th December, 1876.

Vessels on the Berth.

FOR NEW YORK.

THE A1 American Ship
"CUTWATER,"
Creelman, Master, will load here and will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
4 Hongkong, 2nd January, 1877.

FOR MANILA.

THE Spanish Brig
"SAN LORENZO,"
Pico, Master, will have quick despatch for the above Port.
For Freight or Passage, apply to
REMEDIOS & Co.
43 Hongkong, 5th January, 1877.

FOR NEW YORK.

THE A1 British Clipper Barque
"UNANIMA,"
Cain, Master, will load here and at Whampoa for the above Port, and meet with early despatch.
For Freight, apply to
RUSSELL & Co.
1m 55 Hongkong, 6th January, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, AND CALCUTTA.

ON THURSDAY, the 11th January, 1877, at Noon, the Company's Steamship "SINDH," Commandant RAPATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 10th January, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
H. DU POUEY,
Agent.
Hongkong, 8th January, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF TOKIO will be despatched for San Francisco, via Yokohama, on MONDAY, the 15th January, 1877, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via OVERLAND RAILWAYS.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya Central.
G. B. EMORY,
Agent.
Hongkong, December 16th, 1876.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GEELONG," Captain FRASER, will leave this on THURSDAY, the 18th January, at Noon.
For further Particulars, apply to
A. McIVER, Superintendent.
Hongkong, 6th January, 1877.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE S.S. GAELIC will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st February, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 31st instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 16, Praya Central.
G. B. EMORY,
Agent.
Hongkong, 2nd January, 1877.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 % allowed.
HOLLIDAY, WISE & Co.,
Agents.
48 Hongkong, 8th January, 1875.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. tf 325

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.
SIEMSSEN & Co.,
Agents.
tf 1028 Hongkong, 1st July, 1874.

Post-Office Notifications.

A mail will close:

For Bangkok.—Per sailing ship, to-day, the 11th instant, at 9.30 A.M.

For Amoy and Shanghai.—To-day, the 11th instant, at 2.30 P.M.

For Iloilo.—Per sailing ship, to-day, the 11th instant, at 4.30 P.M.

For Shanghai.—Per *Ningpo* to-morrow, the 12th instant, at 11.30 A.M.

For Callao.—Per sailing ship, on Saturday, the 13th instant, at 11 A.M.

For Cooktown and Sydney.—Per *Singapore*, on Monday next, the 15th instant, at 11.30 A.M. Mails will also be closed for other parts of E. Australia, New Zealand, and Tasmania, 8 cents rate.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *SINDH* will be despatched on THURSDAY, the 11th January, 1877, with Mails to and through the United Kingdom and Europe, *via* Marseilles; to Saigon, Singapore, Batavia, Galle, Pondichery, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 10th January,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

THURSDAY, 11th January,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) addressed to the United Kingdom or to Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.

MAILS BY THE UNITED STATES' PACKET.

The United States' Mail Packet *CITY OF TOKIO* will be despatched on MONDAY, the 15th instant, with Mails for Japan, San Francisco, the United States, and London, which will be CLOSED as follows:—
2 P.M. Registry of Letters ceases.
2.30 P.M. Post Office closes.
2.30 P.M. Correspondence may be posted on board the Packet with Late Fee of 12 cents extra Postage, until
2.50 P.M. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

The following are the charges on correspondence thus sent:—

PER HALF OUNCE.	Hongkong Stamps. Cents.	U.S. Stamps. Cents.
Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence	8	3
Aspinwall, Bermuda, Bogota, Carthagena, Costa Rica, Cuba, Curaçao, Fiji, *Greenland, Jamaica*, New Granada, Nicaragua, *Panama*, West Indies	8	5
Hawaii, *New Foundland*	8	6
Guatemala, Mexico, Salvador, Venezuela	8	10
Belize, Greytown, Guiana, Honduras, Martinique, Santa Martha, Turk's Island	8	13
Brazil	8	15
Bolivia, Ecuador, Chili, Peru	8	17
Argentine Confederation, Buenos Ayres, Paraguay, Uruguay	8	23
Newspapers (not over 4 oz.)	2	4
Books, &c., per 4 oz.	6	10

Any articles found enclosed in Newspapers or Book Packets (as silk scarves, jewellery, &c.) will be detained.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *GEELONG* will be despatched with the Mails for Europe, &c., on THURSDAY, the 18th January.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 17th instant,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT Box, which remains open all night.

THURSDAY, 18th instant,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage, until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.
11.50 A.M., Posting on Board ceases.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed 325 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent. on all Stamps purchased.

Letters containing Stamps should be registered, and the Stamps should be secured from observation.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

BOOKS AND PAPERS.—To British Offices, 5lb.
PATTERNS.—5lb. if without intrinsic value.
BOOKS AND PAPERS.—To the Continent, &c., 2lb.
PATTERNS.—8 oz.

4. The following articles cannot be sent by Post at all:—Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails or offensive or injurious to persons dealing with them.

PARCELS.

The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated, before the nature of the contents was discovered.

PATTERNS.

Some difficulty is experienced in obtaining a general understanding of *what is a Pattern*. It is a *bona fide* sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value

Extracts.

TWO SONGS.

[FROM THE GERMAN OF HEINE.]

I murmur not. When heart-break is my lot,
O Love for ever lost!—I murmur not.
Though diamond-radiance clothes thy form in light,
There falls no ray upon thy heart's black night.

That knew I long. I saw thee in a dream,
And saw the darkness through thy bosom stream,
And saw the worm which feeds upon thy heart;
And saw, my Love, how sorrowful thou art.

Yes, thou art wretched, and I murmur not;—
My Love, we shall be wretched, thou and I!
Till of each aching heart Death breaks the knot,
My Love, we shall be wretched, thou and I.

Upon thy mouth, scorn its light traces leaves,
I see thine eyes flash out defiantly,
I see the pride with which thy bosom heaves,—
Yet, wretched art thou, Love, wretched as I.

Unseen the smart about thy mouth's unrest,
Concealed the tears which dim thy lucent eyne,
Secret the pain which wrings thy haughty breast,—
Perennial anguish, Love, is mine and thine.

—*Spectator.*

SOAP.

The superstition as to soap slipping out of the hand is widely spread; I give an instance that came under my own notice. A woman in the Highlands, named Kate Elshender, *Anglice* Alexander, went to a quarry hole to wash her clothes. As she passed the village shop she went in and bought half a pound of soap, and proceeded to wash; the soap slipped out of her hands, and she went back and bought another half pound. The shopkeeper warned her to be careful, remembering the old superstition, but she laughed and went off again. It again slipped from her hands, and she returned for a third half pound of soap. This time the old woman was thoroughly frightened, and begged and prayed her not to go back again; but she would go, in spite of everything that could be said to her. Shortly after the old woman, being quite unable to rest in the shop, went away to the quarry. She found no one there, and the clothes lying on the side of the hole. She gave the alarm, and, on search being made, the said Kate Elshender was discovered, drowned, at the bottom of the quarry hole.—*Notes and Queries.*

MORNING DRINKING.

The pleasures of "early purl" are commemorated, says the *Sanitary Record*, in a classic ditty which had at one time considerable popularity. A very curious case recently reported from St. Mary's Hospital may serve as a valuable caution to early risers and to conscientious publicans. This man, a cab-washer, had completely lost the use of his upper extremities, while his voice was reduced to the merest whisper. On being questioned he stated that, as he usually finished his work just as the public-houses opened, he always had the very first glass of beer or gin that was served in the morning; that is to say, the liquor which had remained all night in the drawpipe in contact with the lead. His gums showed the well-known blue line indicative of lead-poisoning, and other confirmatory symptoms existed which need not be detailed here. Some of the gin which he drank every morning having been procured and tested, gave 1.430th of a grain per fluid ounce. He was ultimately cured by the use of iodide of potassium and galvanic baths.

CHARLES DICKENS AND MR. BENTLEY.

In August, 1836, Richard Bentley, the London publisher, read the fifth number of "The Pickwick Papers,"—the number in which Sam Weller was first introduced,—and immediately conceived the idea of starting a new monthly magazine, of which Dickens was to be the editor, and for which Dickens was to supply a serial story. On the 22nd of the same month he succeeded in inducing Dickens to sign an agreement to undertake the editorship of the proposed magazine, and to write the story. A short time afterwards he further succeeded in tempting Dickens into an agreement to furnish him two more serial stories, the first of which was to be written at a specified early date; "the expressed remuneration in each case," says John Forster, the friend and biographer of Dickens, "being certainly quite inadequate to the claims of any writer of marked popularity." The magazine, *Bentley's Miscellany*, was started on the first of January, 1837, and in the February number Dickens began to narrate for it the Adventures of Oliver Twist. The impression derived from Forster's biography of Dickens is that the latter was "self-sold into bondage" by his agreement with Bentley; that there was something wrong in holding him to the strict terms of the compact. The plain fact is that Bentley, as a business man, was singularly astute in his early judgment of the capacities of Dickens's genius. He was far ahead of all the literary critics of the time in foreseeing the enormous popularity of the man who, in the fifth number of Pickwick, had simply brought into his somewhat disconnected story the character of Sam Weller, and had introduced him merely as a boot-black in a country inn, and as a racy commentator on the peculiarities of certain shoes and boots he cleaned. Chapman & Hall were paying the author, at this period, only fifteen guineas a number for Pickwick, though they were willing, some time before it was concluded, to offer nearly ten times as much for each number of Nickleby. Bentley was therefore in the position of a capitalist who drives a good bargain with the discoverer of an undeveloped gold mine, or with the inventor of an unrecognised labour-doing machine. He palpably speculated on the possibility of Dickens's genius, which he first clearly discerned, and not on its actual products at the time his contract with him were made. In all business arrangements, not literary, the contract between the parties is considered binding in equity as well as law; but in his compact with Bentley, Dickens, as soon as the conditions were changed, assumed a hysterical tone of complaint and objurgation. It was his good fortune, only a very few months after his engagements with Bentley were signed, to become the most popular author of his time. All publishers were ravenous to engage him at any price. In our opinion he should have practised an austere economy,—written for Bentley what he had engaged to write for him before he had become not only famous, but "the rage,"—and then, in the books he afterwards wrote, should have made as severe bargains with "the trade" as Bentley had made with him. As a merchant of his literary wares, Dickens was, after his engagement with Bentley was broken, a most relentless man of business, exacting from publishers a full share of the profits of his works. If booksellers drink their wine out of the skulls of authors, Dickens was ever anxious that the wine quaffed from his skull should be the thinnest of all varieties of *vin ordinaire*. No seller of Lake Shore or Michigan Central complains that the buyer, a few months after the sale, reaps a profit of 10 or 20 per cent., owing to a sudden change in the rate charged by those corporations for freight and passengers; but Dickens seems to have had a vague notion that a legal contract was not absolutely binding on him, when events which he had not foreseen proved that the other party to the contract was making a great deal of money, while he was making comparatively little. ...... Bentley seems to have behaved with a magnanimity uncommon in publishers. He consented to the rupture of the agreement, released Dickens from his contract to write another tale, and made over to him in June, 1840, "the copyright of Oliver Twist, and such printed stock as remained of the edition then on hand," for the sum of £2,250. It is plain that he might have made double or treble this amount by insisting on his legal claims.—*Atlantic Monthly.*

CRITICS.

Fielding held critics in supreme contempt and aversion. He never lost an opportunity of gibing and jeering at them in his happiest and fiercest satirical manner. "Critics!—he cries—what are critics?—a mushroom-growth of shallow-pates, whom the world has complimented by endowing them with certain purely imaginary attributes of acumen and profundity!" "From this complaisance the critics have been emboldened to assume a dictatorial power, and have so far succeeded that they have now become the masters, and have the assurance to give laws to those authors from whose predecessors they originally received them." The critic—he goes on to observe savagely—is but a very humble person compared with the author; for what is he, at best, but a mere clerk, "whose office it is to transcribe the rules and laws laid down by those great judges whose vast strength of genius hath placed them in the light of legislators in the several sciences over which they presided. This was all the critics of old aspired to; nor did they ever dare to advance a sentence without supporting it by the authority of the judge from whom it was borrowed." But the critics of the old were persons possessed of that inconvenient monitor which in modern English is called a conscience. They approached their author with respect, and with a desire to discover and make known his virtues, rather than to expose and exult in his defects. They ventured only with extreme diffidence to point out what in their judgment might be a flaw in the work, and appealed to canons admitted and reverenced by the author himself. "But in process of time, and in ages of ignorance, the clerk began to invade the power and assume the dignity of his master." He commenced to give laws who formerly was content to receive and transcribe them. Hence arose many abuses? for—continues the satirist—"these critics being mere numskulls, could not accurately distinguish between mere form and solid substance, and actually seizing upon mere accidents in the works of a great author whom they could not understand, transmuted his defects as essentials to be observed by literary posterity. To these encroachments, time and ignorance, the two great supporters of imposture, gave authority; and thus many rules for good writing have been established, which have not the least foundation in truth or nature; and which commonly serve for no other purpose than to curb and restrain genius, in the same manner as it would have restrained the dancing-master, and the many excellent treatises on that art laid it down as an essential rule that every man must dance in chains." Every author who finds himself smarting under the attacks of the swarm of invisible Mohawks of the press, should take down his "Tom Jones," from its almost forgotten nook in the bookcase, blow the dust from its ancient covers, turn to Book v., chapter i., and setting himself in the cosiest seat he can find, proceed to gloat over the castigation which a great predecessor once felt himself compelled to administer to the snarling tribe. The critics of Fielding's day were coarser and more scandalous than our own tormentors; but their ill-nature, often expanding into downright unscrupulous spite, yet survives among us. We have Puffs and Sneers at the present day, as well as many Sir Fretful Plagiaries. The scurrilous malignity of a Hill is still at work, but clothed in polished language, and presented under decent auspices, and, unfortunately, without the stinging whip of a Fielding to check its impertinence.—*St. James's Magazine.*

ASTROLOGY.

It was natural that the astrologers of old should regard the planetary influences as depending in the main on the position of the celestial bodies on the sky above the person or place whose fortunes were in question. Thus two men at the same moment in Rome and in Persia would by no means have the same horoscope cast for their nativities, so that their fortunes, according to the principles of judicial astrology, would be quite different. In fact, it might happen that two men, born at the same instant of time, would have all the principal circumstances of their lives contrasted—planets riding high in the heavens of one, being below the horizon of the other, and *vice versâ*. The celestial sphere placed as at the moment of the native's birth was divided into twelve parts by great circles supposed to pass through the point overhead, and its opposite, the point vertically beneath the feet. These twelve divisions were called "houses." The first, called the Ascendant House, was the portion rising above the horizon at the east. It was regarded as the House of Life, planets located therein at the moment of birth having most potent influence on the life and destiny of the native. Such planets were said to rule the ascendant, being in the ascending house; and it is from this usage that our familiar expression that such and such an influence is "in the ascendant" is derived. The next house was the House of Riches, and was one third of the ways from the east below the horizon towards the place of the sun at midnight. The third was the House of Kindred, short journeys, letters, messages, &c. It was two-thirds of the way towards the place of the midnight sun. The fourth was the House of Parents, and was the house which the sun reached at midnight. The fifth was the House of Children and Women, also of all sorts of amusements, theatres, banquets, and merry-making. The sixth was the House of Sickness. The seventh was the House of Love and Marriage. These three houses (the fifth, sixth, and seventh) followed in order from the fourth, so as to correspond to the part of the sun's path below the horizon, between his place at midnight and his place when descending in the west. The seventh, opposite to the first was the Descendant. The eighth house was the first house above the horizon, lying to the west, and was the House of Death. The ninth house, next to the mid-heaven on the west, was the House of Religion, science, learning, books, and long voyages. The tenth, which was in the mid-heaven, or region occupied by the sun at mid-day, was the House of Honour, denoting credit, renown, profession or calling, trade, performent, &c. The eleventh house, next to the mid-heaven on the east, was the House of Friends. Lastly, the twelfth house was the House of Enemies. The angular houses, which are the first, the fourth, the seventh, and the tenth—lying east, north, west, and south—were first in power, whether for good or evil. The second, fifth, eighth, and eleventh houses, were called succedents, as following the angular houses, and next to them in power. The remaining four houses—viz., the third, sixth, ninth, and twelfth houses—were called cadents, and were regarded as weakest in influence. The houses were regarded alternately masculine and feminine: the first, third, fifth, &c., being masculine; while the second, fourth, sixth, &c., were feminine. It will be easily understood how these houses were dealt with in erecting a scheme of nativity. The position of the planets at the moment of the native's birth, in the several houses, determined his fortunes with regard to the various matters associated with these houses. Thus planets of good influence in the native's ascendant, or first house, signified generally a prosperous life; but if at the same epoch a planet of malefic influence was in the seventh house, then the native, though on the whole prosperous, would be unfortunate in marriage. A good planet in the tenth house signified good fortune and honour in office or business, and generally a prosperous career as distinguished from a happy life; but evil planets in the ninth house would suggest to the native caution in undertaking long voyages, or entering upon religious or scientific controversies.—*Belgravia.*

THE VANITY OF DRESS.

The ridiculous and ruinous passion for over-dressing never received a better rebuke than was bestowed by the celebrated Dean Swift. He went to dine with a tradesman, and observing the wife dressed in an expensive manner, pretended not to know her; and gravely inquired when he should have the pleasure of seeing his wife. Being informed she was a thing opposite him, he said, "That Mrs. Reilly!—impossible! She is a discreet woman, and would never dress herself in such a manner." Mrs. Reilly took the hint, withdrew, changed her dress, and returned to the parlour in her common apparel. The Dean, taking her hand, said, "I am heartily glad to see you, Mrs. Reilly. Your husband would fain have palmed a lady upon me, dressed in silks, for his wife, but I was not to be taken in so."

THE SCENE OF THE NATIVITY.

It might have been expected that Christian piety would have marked the spot by splendid memorials, and enshrined the rude grotto of the shepherds in the marbles and mosaics of some stately church. But, instead of this, the Chapel of the Herald Angel is a mere rude crypt; and as the traveller descends the broken steps which lead from the olive-grove into its dim recess, he can hardly persuade himself that he is in a consecrated place. Yet a half-unconscious sense of fitness has, perhaps, contributed to this apparent neglect. The poverty of the chapel harmonises well with the humble toil of those whose radiant vision it is intended to commemorate. "Come now! let us go into Bethlehem, and see this thing which has come to pass, which the Lord made known to us," said the shepherds, when those angel songs had ceased to break the starry silence. Their way would lead them up the terraced hill, and through the moonlit gardens of Bethlehem, until they reached the summit of the grey ridge on which the little town is built. On that summit stood the village inn. The khan (or caravanserai) of a Syrian village at that day was probably identical in its appearance and accommodation with those which still exist in modern Palestine. A khan is a low structure, built of rough stones, and generally only a single storey in height. It consists for the most part of a square enclosure, in which the cattle can be tied up in safety for the night, and an arched recess for the accommodation of travellers. The leewan, or paved floor of the recess, is raised a foot or two above the level of the court-yard. A large khan—such, for instance, as that of which the ruins may still be seen at Khan Minyeh, on the shore of the Sea of Galilee—might contain a series of such recesses, which are, in fact, low small rooms with no front wall to them. They are, of course, perfectly public; everything that takes place in them is visible to every person in the khan. They are also totally devoid of even the most ordinary furniture. The traveller may bring his own carpet if he likes, may sit cross-legged upon it for his meals, and may lie upon it at night. As a rule, too, he must bring his own food, attend to his own cattle, and draw his own water from the neighbouring spring. He would neither expect nor require attendance, and would pay only the merest trifle for the advantage of shelter, safety, and a floor on which to lie. But if he chanced to arrive late, and the leewans were all occupied by earlier guests, he would have no choice but to be content with such accommodation as he could find in the court-yard below, and secure for himself and his family such small amount of cleanliness and decency as are compatible with an unoccupied corner on the filthy area, which must be shared with horses, mules, and camels. The litter, the closeness, the unpleasant smell of the crowded animals, the unwelcome intrusion of the pariah dogs, the necessary society of the very lowest hangers-on of the caravanserai, are adjuncts to such a position which can only be realised by any traveller in the East who happens to have been placed in similar circumstances.—*Dr. Farrar's Life of Christ.*

THE JEW IN NOVELS.

The noble example of Sir Walter Scott has been forgotten by more recent novelists. Thackeray seldom had a kindly word for the Hebrew, though I believe that private representations made to him induced him to refrain from continuing to caricature the Jews in a story which he was publishing at the time in the pages of *Fraser's Magazine*. Charles Dickens, it is true, made *amende honorable* before the world for the villanies of Fagin in the virtues of Riah; but the wrong he had committed was serious, and the effects of twenty years of misrepresentation by the most popular novelist of the day could be wiped out by no retractation. The race is accustomed to hard knocks. It is difficult to know whether to admire most the tender feeling and good taste which induce Miss Rhoda Broughton to regret that "those oily, greasy Jews" can no longer be beaten to death with impunity, or the mental constitution of "Ouida," according to whom a Jew who claimed payment for a bill he had discounted was only spared from instant death for his presumption by the rare magnanimity of the hero. At the same time, in some few instances, the Jew in fiction was a being endowed with almost supernatural gifts, an intellectual hero, a trancendent genius. Mr. Disraeli in his earlier works glorified beyond all things the Semitic race. A love for his lineage and a romantic disposition betrayed him occasionally into extravagance and exaggeration. The supremacy of the world belonged to the Jews, who reigned paramount everywhere by their wealth and intellect. The author of "Lothair," however, seems to have modified his opinions, since in the work it is the Aryan race which contains the salt of the earth. "Alroy" and "Tancred" were followed by some imitators, who ended by throwing ridicule upon the cause they intended to advance. No Erckmann Chatrian arose in England, like the Alsatian pair, to draw the foibles of the Jewish character, to delineate its virtues and faults with delicate honour and with deep pathos, with a keen and masterly pen freely wielded by a friendly hand. Nevertheless, much has been written of late concerning the Jews, and a truer estimate is being formed of the Hebrew mind. The Jew is perceived to be neither a Sidonia nor a Fagin; neither a Shylock nor a Riah. The mission of the Israelite is neither to govern the universe nor to discount suspicious little bills at 60 per cent. All the celebrated personages in the world are not Jews, nor all the millionaires; neither does the race absorb every old clothesman or money-lender or rogue. A great novelist of non-Jewish extraction has now turned towards the comparatively uncultivated field. The first living artist in fiction in the English language has thought the modern Jews worthy of special study, the results of which have been given to the world in a highly interesting form. Here we have what goes a considerable way towards filling an intellectual void—faithful pictures of modern Anglo-Jewish domestic life. But the author in some respects proceeds further, and evidently possesses loftier and wider aims than the mere exercise of the romance-writer's skill among new scenes. George Eliot has thrown no hasty or superficial glance over the externals of Judaism. She has acquired an extended and profound knowledge of the rites, aspirations, hopes, fears, and desires of the Israelites of the day. She has read their books, inquired into their modes of thought, searched their traditions, accompanied them to the synagogue; nay, she has taken their very words from their lips, and, like Asmodeus, has unroofed their houses. To say that some slight errors have crept into "Daniel Deronda" is to say that no human work is perfect; and these inaccuracies are singularly few and unimportant.—*Gentleman's Magazine.*

HONGKONG MARKETS.

Reported by Chinese on the 10th January, 1877.

COTTON GOODS.

American Shirtings, 15 lbs.	per piece	$2.50 a 2.60
American Drills, 30 yards	"	2.75 a 2.80
" 40 "	"	3.80 a 3.90
Cotton Yarn, No. 16 a 24	per 400 lbs.	89.00 a 101.00
" 28 a 32	"	100.00 a 115.00
" 38 a 42	"	113.00 a 124.00
" Bombay		75.00 a 78.00
Chintz	per piece	$1.80 a 1.85
Dyed Spotted Shirtings	"	3.65 a 3.90
" Brocades Do.	"	3.75 a 3.90
" Damask Do.	"	5.80 a 5.90
English Drills, 30 yards	"	2.10 a 2.16
" 14 lbs.	"	2.60 a 2.75
" 15 lbs.	"	2.85 a 2.90
Grey Shirtings, 7 lbs.	"	1.60 a 1.65
" 8 lbs.	"	1.70 a 1.75
" 8½ lbs.	"	1.90 a 2.40
" 9 lbs.	"	2.70 a 2.75
" 10 lbs.	"	2.97 a 3.15
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	"	1.30 a 1.45
" 24 " & 32 in. 7 lbs.	"	1.45 a 1.60
" 24 " & 33 in. 8 lbs. XO	"	2.05 a 2.10
" 24 " & 36 in. 8 lbs. QL	"	2.10 a 2.15
" 24 " & 36 in. 8 lbs. XX	"	2.55 a 2.60
Handkerchiefs, Blue	per doz.	0.60 a 0.70
" Brown	"	0.60 a 0.65
" Red	"	0.77 a 0.80
" Light Red	"	0.77 a 0.78
Jeans, 30 yards	"	2.30 a 2.42
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.25
" Figured 24 "	"	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	"	2.15 a 2.25
" 3 lbs.	"	2.80 a 2.95
Velvets, Black, 22 in.	per yard	0.19 a 0.20
" Gentian, 22 "	"	0.17 a 0.18
Velveteens, Black	"	0.21 a 0.22
" Gentian	"	0.28 a 0.29
White Shirtings, 54 a 60 reed	per piece	1.95 a 2.10
" 64 a 66 "	"	2.30 a 2.45
" 66 a 60 "	"	2.50 a 3.15
" 600	"	3.40 a 3.45
" 7,000	"	3.40 a 3.45
" AA	"	1.70 a 1.75
" EF	"	5.90 a 5.95
" MH	"	4.00 a 4.90
" EI	"	5.90 a 5.95
White Spotted Shirtings	"	2.50 a 2.65
" Brocades	"	2.70 a 2.75

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.70 a 2.90
" 8 lbs.	"	3.00 a 3.05
" 9 lbs.	"	3.70 a 3.90
" 10 lbs.	"	4.85 a 5.10
" 12 lbs.	"	6.20 a 6.40
Camlets, SSS	per piece	16.00 a 16.50
" SS	"	17.50 a 18.00
" S	"	18.00 a 18.50
" BBB	"	19.00 a 19.50
" AAA	"	18.00 a 18.50
" LLL	"	16.00 a 16.50
Cloth, Broad	per yard	3.18 a 3.30
" Medium	"	1.03 a 1.30
Long Ells, MM Scarlet	per piece	9.10 a 9.20
" Assorted	"	8.80 a 8.90
" HH Scarlet	"	9.00 a 9.05
" Assorted	"	8.60 a 8.70
" H Scarlet	"	9.10 a 9.20
" Assorted	"	8.95 a 9.00
Lustres, Figure	"	5.05 a 5.10
Lasting, DD	"	14.50 a 15.00
Orleans, Plain	"	5.00 a 5.30
Spanish Stripes	per yard	0.77 a 0.88

METALS.

Iron, Nail Rod	per picul	2.90 a 3.10
" Hoop	"	3.50 a 3.55
" Bar	"	2.90 a 2.95
" Wire	"	8.75 a 8.90
Lead	"	7.90 a 8.10
Pigs, W.B.	"	7.50 a 7.80
" Lead, LB	"	7.90 a 8.10
Quicksilver, English	"	70.50 a —
" American	"	71.50 a —
Steel, English	per tub	4.00 a 4.10
" Swedish	"	5.00 a 5.05
Sheathing Metal	per picul	25.00 a 29.00
Spelter	"	8.20 a 8.25
Tin, Malacca	per picul	20.00 a 20.50
" Plates	per box	6.00 a 6.15

PRODUCE.

Almonds	per picul	19.50 a 21.00
Alum, 1st quality	"	1.70 a 1.75
" 2nd "	"	1.50 a 1.65
Bark, Siam	"	0.83 a 1.10
" Camphor	"	14.50 a 15.00
Beche-de-Mer	"	30.00 a 55.00
Bees Wax, Japan, White	"	13.50 a 14.00
" " Yellow	"	44.00 a 45.00
" Hankow, White	"	58.20 a 58.50
Birds' Nests, 1st quality	per pcl.	$2,200 a 4,000
" 2nd "	"	650 a 800
" 3rd "	"	170 a 250
Brimstone	"	3.20 a 3.25
Buffalo's Hide, Manila	"	7.40 a 16.50
Camphor, packed	"	19.00 a 19.50
" Baroos, clean	"	4,800 a 5,000
" Refuse	"	2,800 a 3,200
Cardamoms, Superior	"	145.00 a 150.00
" Inferior	"	21.50 a 22.00
Cloves	"	33.00 a 35.00
Coals, Afloat	per ton	
" English steam	"	9.50 a 10.50
" Sydney	"	9.20 a —
Coffee	per picul	23.20 a 24.50
Copper Sheathing, Japan	"	25.00 a 29.00
" Rod	"	24.50 a 25.00
" Nails	"	28.50 a 28.80
Cotton, Shanghai	"	15.50 a 16.00
" Bombay	"	15.50 a 17.00
" Shantung	"	17.00 a 17.50
" Ningpo	"	16.00 a 16.50
" Tientsin	"	16.00 a 16.50
" Tungchow	"	15.50 a 16.00
" Calcutta	"	13.00 a 15.50
Cotton Seeds, Saigon	"	4.95 a 5.00
" Siam	"	4.70 a 4.80
Cow's Hide	"	7.45 a 7.50
Cuttlefish, Japan	"	23.50 a 24.50
" " without bones	"	13.00 a 14.50
" Chinchew	"	27.80 a 28.60
Cutch	"	5.80 a 6.10
Dates, Black	"	4.50 a 5.40
" Red	"	4.35 a 4.50
Dried Lily Flowers	"	11.20 a 11.50
Elephant's Teeth, 4 a 5 pieces	"	250 a 300
" 7 a 8 "	"	200 a 220
Flour, California, per sack of 50lbs.	"	1.35 a 1.40
" American per barrel of 100lbs.	"	2.80 a 2.90
" " of 200lbs.	"	6.10 a 6.25
Fungus	"	29.80 a 30.50
Flints	"	0.50 a 0.55
Ginseng, American, 1st quality	"	220.00 a 300.00
" " 2nd "	"	160.00 a 210.00
Hams, Ordinary	"	Tls. 11.0.5 a 13.5.0
" Superior	"	Tls. 21.5.0 a 23.0.0
Hemp, Hankow	"	10.50 a 12.00
" Siam	"	10.40 a 11.00
Isinglass, Japan	"	38.00 a 45.00
Melon Seeds, 1st quality	"	5.50 a 5.60
" 2nd "	"	5.10 a 5.20
Mushrooms	"	45.00 a 55.00
Mussels, Dry Siam large	"	11.00 a 13.50
" " middle	"	7.50 a 7.80
Mussels, Dry Siam small	per picul	$6.10 a 6.20
Peas, White	"	2.28 a 2.30
" Green	"	2.25 a 2.45
" Black	"	2.05 a 2.10
" Yellow	"	2.20 a 2.32
" Green Beans	"	2.20 a 2.25
Pearl Barley	"	6.60 a 7.80
Potatoe Flour	"	Tls. 1.5.0 a 1.7.5
Putchuck	"	13.00 a 14.70
Rhinoceros Horn	"	2,800 a 3,000
" Mother	"	2,000 a 2,400
Rice, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.83 a 1.85
" " mill-cleaned	"	1.50 a 1.71
" Manila	"	2.35 a 2.40
" Singapore	"	1.88 a 1.91
" Saigon	"	1.60 a 1.74
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
Saltpetre	"	5.60 a 5.70
Seaweed, Green	"	2.60 a 2.70
" Cut	"	4.10 a 4.20
Sesamum, White	"	5.20 a 5.50
" Black	"	3.00 a 3.04
Sharksfin	"	55.00 a 60.00
Shellfish, Japan	"	27.00 a 30.00
" California	"	12.50 a 13.00
Stockfish	"	6.00 a 6.50
Straits Produce, &c.—		
Rattans, Straits	per picul	6.10 a 6.20
" Banjar	"	4.25 a 4.50
Pepper, White	"	17.00 a 17.50
" Black	"	8.50 a 8.90
Betel Nut	"	2.50 a 2.75
Sandal Wood, Malabar	"	3.60 a 6.80
" South Seas	"	13.00 a 14.50
Sapan Wood, Manila	"	1.60 a 2.00
" Siam	"	2.25 a 2.60
Sugar, Canton White, 1 a 3	"	5.20 a 5.45
" Dark Brown	"	4.70 a 6.00
" West Coast, Dark Brown	"	—
" Manila, Dry White	"	5.45 a 5.60
" Candy	"	8.10 a 8.25
" Foochow	"	8.00 a 9.30
Vermicelli, Tientsin	"	8.30 a 9.20
Walnuts	"	4.50 a 4.75
Wheat, Tientsin	"	1.50 a 1.65
" California	"	1.70 a 1.75
Wood Oil	"	Tls. 6.1.5.0 a 6.2.5.0
Pea "	"	5.4.5.0 a 5.5.5.0
Tea "	"	$9.25 a 9.55
Window Glass	per box	3.20 a 3.30

SHIPPING IN THE CHINA WATERS.

HONGKONG.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
STEAMERS.						
Altona	Jan. 2	Muller	Ger. str	1179	Jardine, Matheson & Co	London
A'toon Apoar	Jan. 8	Mactavish	Brit. str	1392	D. Sassoon Sons & Co	S'pore, &c.
Bombay	Jan. 4	H. E. Smith	Brit. str	720	P. & O. S. N. Co	Yokohama
Calabar	June 19	Hutchison	Brit. str	1268	C. M. S. N. Co	Shanghai
City of Tokio	Jan. 3	Maury	Amr. str	3800	P. M. S. S. Co	Y'hama, &c.
Fame	—		Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Hailoong	Jan. 10	Abbott	Brit. str	277	D. Lapraik & Co	Swatow, &c.
Ichang ‡	—	D. Martin	Brit. str	700	Butterfield & Swire	
Kinshan ‡	—	A. Benning	Brit. str	1050	H.C. & M. Steamboat Co	
Kin-Kiang ‡	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	
Ningpo	Dec. 31	R. Cass	Brit. str	761	Siemssen & Co	Shanghai
Penguin	Jan. 9	Cowell	Brit. str	1122	Jardine, Matheson & Co	S'pore, &c.
J. Jeejeebhoy ‡	—	N. Hawkins	Brit. str	184	Kwok Acheong	
Saada	Dec. 17	Petersen	Brit. str	97	P. & O. S. N. Co	
Sindh	Jan. 7	Rapatel	Fren. str	2143	Messageries Maritimes	Saigon, &c.
Singapore	Jan. 7	J. H. Peake	Brit. str	964	Gibb, Livingston & Co	
Thales	Jan. 8	Chas. Coles	Brit. str	820	D. Lapraik & Co	
Tibre	Jan. 9	de Girard	Fren. str	1009	Messageries Maritimes	Yokohama
White Cloud §	—	Hoyland	Brit. str	652	H. C. & M. Steamboat Co	
Yotsai §	—	D. Browne	Brit. str	810	Kwok Acheong	
‡ Running between Hongkong and Canton						
§ Running between Macao and Hongkong.						
SAILING VESSELS.						
Antioch	Dec. 18	Thos. Merrill	Amr. bk	646	Russell & Co	S. Francisco
Auguste	Dec. 23	Thomsen	Brit. sch	210	Meyer & Co	
Auguste	Dec. 14	Buck	Ger. bk	284	Siemssen & Co	Singapore
Auguste	Jan. 3	P. Rus	Ger. bg	274	Russell & Co	
Brema	Nov. 30	Timpe	Ger. bk	380	Wieler & Co	
Bridgetown	Dec. 22	Crisp	Brit. bk	358	W. Kerr & Co	London
B. Norrfol	Sept. 27	Worgitzky	Siam. bk	360	Chinese	
Ceylon	Jan. 5	Kelly	Amr. bk	681	Captain	
Charité	Jan. 5	Serve	Fren. bk	256	Carlowitz & Co	
Christian	Jan. 10	D. Stehr	Ger. sch	280	Ed. Schellhass & Co	
Colombo	Dec. 13	Heuer	Brit. bg	384	Meyer & Co	London
Corinne	Oct. 25		Brit. bk	396	Wieler & Co	
Cuba	Nov. 22	Stabell	Brit. bk	320	Meyer & Co	London
Cutwater	Dec. 6	Creelman	Amr. sh	987	Vogel, Hagedorn & Co	New York
Deutschland	Dec. 13	Siemann	Ger. bk	269	Arnhold, Karberg & Co	
Dorothea	Dec. 25	Miller	Ger. bk	619	Carlowitz & Co	
Edward James	Jan. 9	O'Brien	Amr. bk	529	Rozario & Co	
Ellen Rickmers	Nov. 28	Weydemann	Ger. bk	207	Melchers & Co	
Flying Cloud	Dec. 30	Williams	Brit. bk	343	Turner & Co	
E'land's Glory	Dec. 25	Knight	Brit. sh	751	Meyer & Co	London
Fabius	Dec. 21	C. F. Stolze	Siam. sh	635	Kieu Tye Loong	
Ferdinand	Dec. 22	Westergaard	Ger. bk	416	Melchers & Co	Manila
Fontenaye	Dec. 27	Taylor	Brit. sh	634	Arnhold, Karberg & Co	Iloilo
Fortune	Dec. 25	Soderstrom	Siam. bk	447	Chinese	
Garibaldi	Jan. 7	Forbes	Amr. bk	670	Jardine, Matheson & Co	
Gloucester	Aug. 9	Vincent	Brit. bk	526	Rozario & Co	Dunedin
Goliah	Dec. 7	Anderson	Siam. bk	542	Chinese	
G. Adolph	Dec. 25	Neumann	Ger. bk	272	Ed. Schellhass & Co	
Hansa	Dec. 28	Deneken	Ger. bk	499	Wieler & Co	
Hants County	Jan. 8	Cockrone	Brit. bk	641	Meyer & Co	Channel
Hieronymus	Jan. 7	Koch	Brit. bg	252	Landstein & Co	
Humboldt	Jan. 10	Stoll	Ger. bk	330	Ed. Schellhass & Co	
Irene	Jan. 5	Hansen	Ger. sch	267	Carlowitz & Co	
J. H. Love	Nov. 26	Hansen	Dan. bk	507	Arnhold, Karberg & Co	Callao
Jylland	Jan. 2	Laub	Dan. bg	267	Ed. Schellhass & Co	
Kate Waters	July 6	Giese	Brit. bk	307	Rozario & Co	Melbourne
Loiterer	Aug. 13	Vincent	Amr. sch	45	Insurance Co	
Lucky	Jan. 9	Michaelsen	Siam. bk	424	Tack Moo & Co	
Mad. Demorest	Nov. 24	Bissett	Brit. bk	432	Vogel, Hagedorn & Co	New York
M. Washington	Dec. 19	Perkins	Amr. sh	1217	Wm. Pustau & Co	Iloilo
M. of Argyle	Dec. 22	Mekeon	Brit. bk	500	Rozario & Co	
Morning Star	Jan. 4	O. Edlefsen	Siam. bk	570	Chinese	
M. Lebanon	Jan. 5	D. Hall	Brit. sch	580	Melchers & Co	
N. Constante	Jan. 5	Uriarte	Span. sch	202	Remedios & Co	Manila
Pallas	Jan. 7	Ballehr	Ger. bk	421	Siemssen & Co	
Presto	Dec. 21	Laidman	Brit. bk	384	Arnhold, Karberg & Co	
Rapid	Jan. 9	Hunte	Siam. bk	429	Chinese	
San Francisco	Dec. 29	Lameken	Ger. sch	250	Siemssen & Co	Singapore
San Lorenzo	Dec. 22	F. Pico	Span. bg	220	Remedios & Co	Manila
S. of the Age	Jan. 10	Johnson	Brit. bk	347	Master	
Sumatra	Oct. 21	Clough	Amr. sh	1071	Russell & Co	
Syringa	Jan. 1	Partridge	Brit. sch	242	Hee Cheong Ching	Haiphong
Telegraph	Jan. 2	Berendsen	Siam. bk	327	Siemssen & Co	
Therese & Nelly	Jan. 8	Fleuriot	Fren. bk	356	Russell & Co	
Tokatea	Dec. 1	Harrison	Brit. bk	805	Vogel, Hagedorn & Co	S. Francisco
Tullochgorum	Dec. 25	Masson	Brit. sch	175	Wieler & Co	Haiphong
Unanima	Dec. 31	Cain	Brit. bk	746	Russell & Co	New York
Vanadis	Dec. 8	Wiklund	Rus. sh	1146	Vogel, Hagedorn & Co	London
Vesta	Nov. 21	R. Dirks	Ger. bk	302	Melchers & Co	
Vidal	Jan. 5	Rondeau	Fren. bk	409	Melchers & Co	
Wm. Phillips	Dec. 6	A. Healy	Amr. sch	592	Ed. Schellhass & Co	Singapore
Yarra	Dec. 19	Orfeur	Brit. bk	463	Order	
RECEIVING VESSELS & HULKS.						
Chase	—	Rowe	Pow. Mag.	283	Harbour Master	
John Adam	—	J. H. Grimes	Hulk	318	Water Police	

CANTON.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
An-lan ‡	—	Godell	H.I.C.M.	g-b.		
Chen-jui ‡	—	E. F. Collins	H.I.C.M.	g-b.		
Chinkiang	Jan. 8	J. Hogg	Brit. str	780	Siemssen & Co	Shanghai
Ching-po ‡	—	W.-lum-wah	H.I.C.M.	g-b.		
Kwong-on	—	Li-ping-tye	H.I.C.M.	g-b.		
Powan	—		Brit. str	1890	H.C. & M. Steamboat Co	Laid up
Sui-tsing ‡	—	Stewart	H.I.C.M.	g-b.		
Yangtsze	Jan. 5	Schultze	Brit. str	783	Siemssen & Co	

‡ *In the river between Cheung-chow and Canton.*

MACAO.

In port on 2nd January, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Concordia	—	M. Nunes	Port. bg	270	F. d'Almeida	
Elliotte	Dec. 6	Patching	Brit. bk	285	Ed. Schellhass & Co	Batavia
Spark ‡	—	G. Lefavour	Brit. str		H.C. & M. Steamboat Co	

‡ *Running between Canton and Macao.*

SWATOW.

In port on 4th January, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Alex. Newton	Nov. 25	Newton	Brit. bk	308	Ed. Vincent & Co	Saigon
Condor	Dec. 31	Steffens	Ger. bk	368	Dircks & Co	
Hammonia	Dec. 31	Weller	Ger. bk	393	Dircks & Co	
M. A. Dixon	Jan. 3	Corner	Brit. bk	425	Ed. Vincent & Co	
Pelham	Nov. 29	Axford	Ger. bk	254	Ed. Vincent & Co	Amoy
Robicon	Jan. 2	Timmsen	Brit. sch	204	Dircks & Co	
Tai Watt	Dec. 22	Sass	Siam. bk	654	Chinese	

AMOY.

In port on 1st January, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Aarhuus	Dec. 27		Dan. sch	256	H. A. Petersen & Co	
Alerta	Dec. 14		Brit. sch	215	Boyd & Co	
Anna	Dec. 29		Ger. bg	331	H. A. Petersen & Co	
Baltic	Nov. 25	Andersen	Ger. bk	318	Pasedag & Co	Samarang
Candace	Dec. 3	Meinschien	Ger. sch	253	Order	
Catherina	Nov. 23	Clausen	Ger. sch	209	H. A. Petersen & Co	
Concordia	Dec. 7	Uffen	Ger. sch	162	Pasedag & Co	
Condor	Dec. 3	Bruhn	Ger. bg	235	H. A. Petersen & Co	London
C. Wilson	Dec. 24		Brit. sch	178	Boyd & Co	
Craig Ewan	Nov. 24	Bernie	Brit. sch	265	Boyd & Co	New York
Diamant	Nov. 29	Ackermann	Ger. bk	256	Pasedag & Co	
Emma	Dec. 12		Ger. bk	340	H. A. Petersen & Co	Samarang
Friendship	Dec. 9		Siam. bk	404	Chinese	
Gesine Brons	Nov. 25	Munboch	Ger. bk	402	Pasedag & Co	
Iris	Dec. 29		Brit. sch	217	Elles & Co	
Lina	Nov. 25	Schwenchtel	Ger. bk	312	H. A. Petersen & Co	Batavia
Nicolaus	Dec. 9		Ger. sch	157	Brown & Co	
Oceanus	Nov. 28	Brorsen	Ger. bg	207	H. A. Petersen & Co	
Onward			Brit. sch	215	Order	
Otto	Nov. 26	Adamsen	Ger. bg	431	Pasedag & Co	Manila
Prosperity	Dec. 6	Hansen	Siam. bk	476	Chinese	
S. Tek Sing	Nov. 6	Ritchie	Siam. sch	350	Johnston & Co	
Velox	Dec. 1	Mulder	Dut. sch	157	H. A. Petersen & Co	

FOOCHOW.

In port on 30th December, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Anna Cecili	Dec. 18	Fischer	Dan. bk	328	Master	
E. C. Mitch	Dec. 20	Mutch	Brit. sch	183	Chinese	
Nadeshda	Dec. 27		Dan. sch	186	Chinese	

SHANGHAI.

In port on 4th January, 1877.

The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Ariel	Dec. 28	Fullerton	Brit. bk	338	Jardine, Matheson & Co	
H. Armitage	Dec. 26	Mailler	Brit. bk	239	Jardine, Matheson & Co	
Hilda	Dec. 21	Davey	Brit. bk	306	Nils Moller	
J. Woodburn	Dec. 21	Desborough	Brit. bk	299	Frazar & Co	
Leander	Oct. 1	Knight	Brit. sh	843	Adamson, Bell & Co	
Letty Gales	Dec. 20	Hedgecock	Brit. bk	472	Chinese	
Lulu	Dec. 28	Weaver	Amr. sch	388	Morris & Co	
Mikado	Nov. 30	Prehn	Brit. sh	643	Little & Co	
Norman Court	Dec. 22	Shewan	Brit. sh	834	Turner & Co	
Osburgha	July 26	Cook	Brit. sh	846	Heard & Co	
Pallas	Dec. 27	Luders	Ger. bk	499	Wm. Pustau & Co	
Parmenio	Nov. 30	Abbott	Brit. bk	369	Bryner & Beyfuss	
Raymond	Dec. 24	Evans	Brit. bg	339	J. Love & Co	
Serpent	Dec. 30	Abel	Brit. bk	258	Master	
Venezuela	Dec. 8	Kroncke	Ger. sch	300	Master	
Vesta	Dec. 15	Percy	Amr. bk	300	Morris & Co	

YOKOHAMA.

In port on 27th December, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Caroline	Oct. 14	Muller	Dan. sch		Captain	
C. L. Pearson	Dec. 4	Swain	Amr. sch	868	E. C. Hine	
Devana	Dec. 15	May	Brit. sh	850	E. Kniffler & Co	
John Mackenzie	April 4	Jordan	Brit. sch	198	Walsh, Hall & Co	
Jupiter	Oct. 14	Hoffman	Ger. sch		Captain	
Loitis	Nov. 1	Johnson	Rus. sch	35	Captain	
Paul Marie	Dec. 22	Gaillard	Fren. bk	324	Order	
Rupak	Sept. 12	Gall	Brit. sch	100	Captain	
Tori	Dec. 9	Williams	Brit. sch	55	Captain	

MANILA.

In port on 6th January, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Armida	Dec. 16	....	Swd. sch	268	Order	
Edward May	Dec. 12	....	Amr. bk	926	Peele, Hubbell & Co	Boston
Elgin	Dec. 19	....	Brit. sh	900	B. Senior & Co	Falmouth
Fire Queen	Dec. 25	....	Brit. sh	766	Order	
Flores de Maria	Dec. 6	....	Span. bk	248	F. Reyes	
R. Carleton	Dec. 29	....	Amr. bk	872	Order	
Kirkland	Dec. 28	....	Brit. bk	453	Order	
Mindoro	Dec. 6	....	Amr. sh	[illegible]	Ker & Co	Boston
Minerva	Dec. 10	....	Span. bk	273	Chino M. Conling	
Midnight	Nov. 19	....	Amr. bk	894	Ker & Co	
Oneata	Dec. 14	....	Brit. bk	588	Inchausti & Co	
Otto	Dec. 17	....	Ger. bg	340	Order	
Panama	Dec. 17	....	Ger. bk	459	Order	
Rebecka	Dec. 17	....	Ger. bg	250	Order	
Roodee		....	Brit. bk	1036	Inchausti & Co	
Rosa Baltzer	Nov. 26	....	Ger. bk	398	P. Soler e	Hongkong
Vicenta	Oct. 27	....	Span. bk	479	Aldecoa & Co	
V. de Rivadavia	Dec. 8	....	Span. bg	261	S. Avilla	Hongkong
Ziba	Dec. 16	....	Span. bk	548	Order	

H.M.'s SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Hongkong
Charybdis	steam corvette	17	400	Captain T. E. Smith	Shanghai
Curlew	double sc. gun vl.	3	160	Com. E. J. Church	Tientsin
Egeria	screw sloop	4	120	Com. A. L. Douglas	Hongkong
Fly	double sc. gun vl.	4	120	Com. John Bruce	Hongkong
Frolic	double sc. gun vl.	4	100	Com. A. E. Dupuis	Chinkiang
Growler	double sc. gun vl.	4	120	Com. W. Stewart	Amoy
Hart	double sc. gun vl.	4	120	Com. T. H. Royse	Kobe
Hornet	double sc. gun vl.	4	120	Com. H. Hippisley	Foochow
Juno	steam corvette	8	400	Captain J. A. Poland	Singapore
Kestrel	double sc. gun vl.	4	100	Com. Theobald	Hankow
Lapwing	double sc. gun vl.	3	160	Com. Sir W. Wiseman	Shanghai
Lily	screw sloop	3	95	Com. Cochrane [Bart.]	Hainan
Meeanee	military hospital	—	—		Hongkong
Midge	double sc. gun vl.	4	120	Com. H. G. Salmond	Hongkong
Modeste	steam corvette	14	350	Captain A. Buller	Yokohama
Moorhen	gunboat	4	60	Lieut.-Com. J. Hope	Singapore
Mosquito	gun-boat	4	60	Lieut.-Com. Paul	Chefoo
Nassau	surveying vessel	4	150	Com. R. H. Napier	Surveying
Sheldrake	gunboat	4	60	Lieut.-Com. J. B. Hay	Hongkong
Swinger	gunboat	2	60	Lieut.-Com. Bolitho	Shanghai
Sylvia	surveying vessel	3	150	Captain St. John	Kobe
Thistle	double sc. gun vl.	4	120	Com. Pusey	Nagasaki
Victor Emanuel	receiving ship	14	—	Commodore Watson	Hongkong
Vigilant	despatch vessel	2	250	Lieut.-Com. H. Ryder	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Chiung-tsing	Chinese g.-b.	60	—	Captain Bessard
Kearsarge	American cor.	695	—	Commander F. V. McNair
Luise	German cor.	1309	—	Commander Dinar
Nautilus	German g.-b.	600	—	Commander Vibie
Talisman	French cor.	836	—	Captain St. Hilaire
Tejo	Port. gun-b.	400	—	Captain Amaral

SHIPPING IN THE CHINA WATERS.

WHAMPOA.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
STEAMERS.						
Lintin	—		Brit. str	69	Kwok Acheong	
SAILING VESSELS.						
Fano	Nov. 23	N. L. Norby	Dan. bk	275	Vogel, Hagedorn & Co	Hamburg

Printed and Published by WILLIAM H. BELL, Wyndham Street, Hongkong.